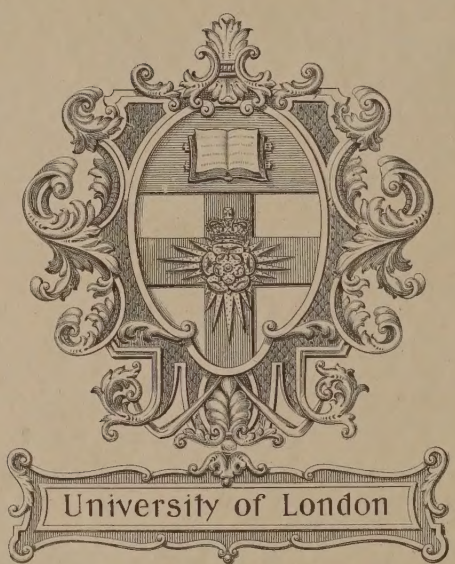
University of London

606169

ACCOUNTS AND PAPERS:

THIRTY-FIVE VOLUMES.

—(25.)—

PILOTAGE; TRADE; SLAVE TRADE.

Session

19 *November* 1867 — 31 *July* 1868.

VOL. LXIV.

1867-8.

ACCOUNTS AND PAPERS:

1867-8.

THIRTY-FIVE VOLUMES:—CONTENTS OF THE

TWENTY-FIFTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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PILOTAGE.

A RETURN,

(For the Year ending 31 December 1867:)

— 1. —

"Of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:"

— 2. —

"Of the Names and Ages of the Pilots or Apprentices licensed or authorised to act by the respective Pilotage Authorities, and of all Pilots or Apprentices acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:"

— 3. —

"Of the Service for which each Pilot or Apprentice is licensed:"

— 4. —

"Of the Rates of Pilotage for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:"

— 5. —

"Of the Total Amount received for Pilotage at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:"

— 6. —

"Of the Receipt and Expenditure of all Monies (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

In continuation of Parliamentary Paper, No. 408 *of* 1867.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
5 *May* 1868.

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RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

RULES, &c.

See p. 67 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

John Harris - - - - aged 76 | Edward Winter - - - - aged 51

RATES of PILOTAGE.

See p. 68 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.
From Sea to Harbour (Littlehampton)	97	80 9 –	4	3 9 –	- - nil - -		24	21 10 2	125	105 8 2
From Sea to Ford and beyond Ford -	9	10 12 6	–	- -	- - nil - -		1	– 15 2½	10	11 7 8½
TOTAL - - -	106	91 1 6	4	3 9 –	- - nil - -		25	22 5 4½	135	116 15 10½

(2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea	93	77 15 4	4	3 9 –	- - nil - -		24	21 10 2	121	102 14 6
From Ford and beyond Ford to Sea -	9	10 12 6	–	- -	- - nil - -		1	– 15 2½	10	11 7 8½
TOTAL - - -	102	88 7 10	4	3 9 –	- - nil - -		25	22 5 4½	131	114 2 2½

Note.—The Pilots receive their own fees, keep their own boats, &c. &c.

29 January 1868.

Richard Holmes, Clerk.

PORT OF BERWICK.

BYE-LAWS.

See p. 69 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Omit the name of James Wood, junior; and add the names of Robert Ainslie, aged 30; Thomas Young, aged 34; and James Burger, aged 45.

RATES of PILOTAGE.

See p. 69 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

Pilotage not compulsory; no record kept.

ACCOUNT of MONIES Received and Expended.

Nil.

R. Home, Clerk.

PORT OF BLAKENEY, OR CLAY.

BYE-LAWS and RATES of PILOTAGE.

See pp. 103 and 104 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

See p. 79 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Not Towed by Steam. Amount.	Towed by Steam. No.	Towed by Steam. Amount.	FOREIGN VESSELS.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.			£. s. d.
From Sea to Blakeney	54	25 – –	83	49 5 –	nil	137	74 5 –

(2.)—OUTWARDS.

From Blakeney to Sea	77	32 10 3	48	26 8 3	nil	125	58 18 6

31 January 1868.

R. C. Wells, Clerk.

PORT OF BOSTON.

ORDERS, RULES, AND BYE-LAWS.

See p. 69 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

See p. 70 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

obert Mountain, Headsman -	aged 67	William Reed - - - - -	48
olomon Hackford - - -	56	William Nundy - - - -	48
rancis Thomas Munkman -	51	Robert Snowden - - - -	46
enry Dobson - - - -	37	Thomas Gray - - - -	45
hn Thomas Mawer - - -	34	Edward Dixon - - - -	37
illiam George Parker - -	32		

Limits of License.—To pilot ships into and out of the Port of Boston; to light the river lights; to lay down buoys and beacons within the Port and Harbour of Boston, and for affixing and laying down bridges over the creeks upon the High Marshes, and for affixing and setting down mooring posts for the same.

The Pilots Hackford, Reed, Nundy, Snowden, and Gray do not act as such at the present time, but they are allowed to retain their license; they are masters of vessels.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
om High Horn to Boston (11 miles) -	269	139 8 3	7	6 2 6	17	25 10 –	293	171 – 9

(2.)—OUTWARDS.

	About		About		About		About	
om Boston to High Horn (11 miles) -	240	131 17 6	9	7 17 6	17	12 15 –	266	152 10 –

Note.—No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
o balance brought from last account - -	204 – 9	By amount paid for salaries of clerk and other officers - - - - - - - -	55 11 –
o amount of fees received from applicants for licenses and certificates - - -	1 10 –	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	46 14 –
o gross amount received for - - - - { Inward pilotage -	171 – 9	By amount paid to pilots for taking care of pilot sloop, and lighting the swing light on board the sloop, for the year ending 28th November 1866 - - - - -	7 7 –
{ Outward pilotage	152 10 –	By amount paid for licenses and certificates -	1 10 –
o amount received from other sources, viz.:		By amount paid to pilots for piloting ships trading to and from this port, for the year ending 31st December 1867 - - -	323 10 9
£. s. d.		By sundry other expenses - - - -	18 14 10
Coastwise, coal, 13,429 chal. at 1*d.* 55 19 1			453 7 7
Ditto goods, 24,137 tons „ 1*d.* 100 11 5		By balance carried to next account - -	232 4 5
37,566	156 10 6		
£.	685 12 –	£.	685 12 –

7 March 1868.

George York, Clerk.

PORT OF BRISTOL.

BYE-LAWS AND RATES OF PILOTAGE.

See p. 71 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

No alteration since last Return, except that John Ray has been superannuated.

NAME of APPRENTICE.

Alfred Lee, aged 21.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.*	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
			£. s. d.		£. s. d.		£. s. d.
From Lundy to Swansea District	nil	11	48 14 –	11	45 17 –	22	94 11 –
From Lundy to Bridgwater District	–	1	4 10 6	1	4 10 6	2	9 1 –
From Lundy to Cardiff District	–	23	142 15 –	36	225 11 –	59	368 6 –
From Lundy to Newport District	–	4	32 5 –	4	29 12 –	8	61 17 –
From Lundy to Kingroad	–	60	387 7 –	67	423 14 –	127	811 1 –
From Lundy to Cumberland Basin	–	311	2,496 13 6	277	2,255 15 3	588	4,742 8 9
From Coombe to Kingroad	–	2	8 15 –	2	8 14 –	4	17 9 –
From Coombe to Cumberland Basin	–	12	68 13 3	10	40 9 –	22	109 2 3
From Minehead to Kingroad	–	1	1 18 –	–	– – –	1	1 18 –
From Minehead to Cumberland Basin	–	26	93 17 9	11	40 10 –	37	134 7 9
From Holmes to Cumberland Basin	–	43	112 16 6	33	79 11 9	76	192 8 3
From Kingroad to Cumberland Basin	–	110	170 10 9	72	99 8 –	182	269 18 9
From Lundy to Bideford District	–	1	2 4 –	–	– – –	1	2 4 –
TOTAL	nil	605	3,571 – 3	524	3,253 12 6	1,129	6,824 12 9

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad	nil	171	291 6 3	65	96 19 3	236	388 5 6
From Cumberland Basin to Newport District	–	33	111 14 3	26	84 8 3	59	196 2 6
From Cumberland Basin to Cardiff District	–	127	450 17 6	177	621 17 7	304	1,072 15 1
From Cumberland Basin to Swansea District	–	6	34 12 9	6	39 8 3	12	74 1 –
From Cumberland Basin to Lundy	–	101	760 15 6	85	705 7 3	186	1,466 2 9
From Kingroad to Cardiff District	–	–	– – –	1	1 19 –	1	1 19 –
From Kingroad to Lundy	–	3	16 4 –	2	10 16 –	5	27 – –
From Newport District to Lundy	–	2	11 18 –	–	– – –	2	11 18 –
From Cardiff District to Lundy	–	3	26 13 –	1	5 9 –	4	32 2 –
From Cumberland Basin to Bideford District	–	3	19 7 3	–	– – –	3	19 7 3
TOTAL	nil	449	1,723 8 6	363	1,566 4 7	812	3,289 13 1

* The Coasting and Irish Trade free of Pilotage; and vessels under 80 tons optional.

Note.—All vessels towed by Steam from Kingroad to Cumberland Basin; no deduction of Pilotage in consequence.

		£. s. d.	£. s. d.
Gross Amount of Pilotage for the year 1867	Inwards	6,824 12 9	
	Outwards	3,289 13 1	
	Gross Receipts £.		10,114 5 10
Deduct,—Expenses paid by Pilots in Wages	Inwards	2,799 2 4	
	Outwards	1,456 8 6	
			4,255 10 10
	Net Receipts £.		5,858 15 –

Shirehampton, 31 January 1868.

John Drew, Haven Master.

PORT OF CARDIFF.

BYE-LAWS.

See p. 75 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Channel Pilots.

Richard Scudamore.	Edward Head.	W. A. H. Harvey.	Thomas Thomas.	John Bowen.
William Jones.	John Roberts.	David Owen.	J. W. Matthews.	Thomas Rosser.
John Davis.	John Howe.	Edward Kempthorne.	Thomas Morse.	William Williams.
David Roberts.	Thomas Head.	Peter Evans.	J. W. Symons.	William Davis.
David Morse.	David Julian.	Evan Jones.	Horatia Davis.	William Evans.
Elias Morgan.	William Allen.	John Davies.	John Steele.	R. P. Lloyd.
John Tamplin.	David Samuel.	Benjamin Morgan.	James Tamplin.	John Harris.
John Wright.	Benjamin Morgan.	Matthew Purnell.	John Berkeley.	George Jenkins.
William Morgan.	Zachariah White.	John Rees.	William Grimes.	David Owen.
William Richards.	Thomas Lewis.	Henry Tucker.	Thomas Thomas.	David Young.
William Morgan.	Thomas Thomas.	Thomas Richards.	Dennis Denman.	

Port Pilots.

David Williams.	William Evans.	Walter Leyshon.	Henry Harris.	Benjamin Evans.
Edward Harris.	Llewellyn Francis.	Richard Wright.	John Aubrey.	William Owen.
Samuel Griffiths.	John Edwards.	Joseph Howells.	John Morgan.	David Evans.
John Davies.	James Raymond.	Edward Edwards.		

Supplemental Pilots.

John Percival.	William Selway.	George Carey.	Alfred Chiswell.	Edwin Carey.
Robert Stenner.	E. Commerford.	Joseph Tippett.	Richard Case.	
Alfred Ray.	William Preston.	Thomas Ellis.	Thomas Carey.	Edward Craddy.

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1867.

DISTANCES for which PILOTED.	No.	Amount. £.	s.	d.
BRITISH VESSELS:				
From Bute Docks to Cardiff Roads	2,241	4,964	10	8
From Bute Docks to Nash	537	831	10	4
From Bute Docks to Ilfracombe	120	377	16	6
From Bute Docks to Lundy	423	2,207	4	–
From Bute Docks to Sundries	247	303	2	6
FOREIGN VESSELS:				
From Bute Docks to Cardiff Roads	1,630	3,099	12	–
From Bute Docks to Nash	266	332	6	6
From Bute Docks to Ilfracombe	154	350	4	6
From Bute Docks to Lundy	510	1,909	12	–
From Bute Docks to Sundries	156	158	1	6
TOTAL	6,284	14,534	–	6

The charges of In and Out of Dock are always made in one amount, and not separate. Foreign vessels same charge as English.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	1,314	14	11	By amount paid for salaries of secretary, clerk, and other officers	250	–	–
To amount of fees received for licenses and certificates	62	9	6	By amount paid for rent of offices, &c.	136	8	7
To gross amount received for { Inward pilotage	6,819	3	10	By amount paid to pilots	13,778	14	6
{ Outward pilotage	7,253	12	8	By amount paid, gratuities to pilots	10	–	–
To amount received for extra days, &c.	461	4	–	By balance carried to next account	1,773	16	8
To amount received for interest	37	14	10				
£.	14,948	19	9	£.	15,948	19	9

30 January 1868.

Jenkin Jones, Clerk.

PORT OF CHESTER.

No Return received.

PORT OF DOUGLAS, ISLE OF MAN.

BYE-LAWS, &c.

See p. 79 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Joseph Hogg - - - aged 53	Thomas Cannell - - - aged 60	George Brooks - - - aged 80
William Proctor - - - - 51	Robert Kewley - - - - 65	J. J. R. Jelly - - - - 51
William Quirk - - - - 41	Charles Skelley - - - - 50	John Newjent - - - - 49
William Cowell - - - - 39	John Costain - - - - 48	Richard Clague - - - - 36
William Bridson - - - - 72	Joseph Kewley - - - - 49	Owen Carrol - - - - 34

RATES of PILOTAGE.

See p. 80 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
COASTERS.		OVERSEA.					
Not Towed by Steam.		Not Towed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
—	—	5	4 13 -	8	9 17 -	13	14 10 -

(2.)—OUTWARDS.

6	5 - -	2	2 - -	4	3 10 -	12	10 10 -

31 January 1868. *John Clague*, Harbour Master.

PORT OF GLOUCESTER.

BYE-LAWS, &c.

See p. 80 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 82 of Parl. Paper, No. 408 of 1867. Omit the name of Edward Williams.

RATES of PILOTAGE.

See p. 82 of Parl Paper, No. 408 of 1867.

PORT OF GLOUCESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£ s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Holmes to Sharpness.																		
From Kingroad to Sharpness.																		
From Lundy Island to Sharpness.	371	487 9 7½	18	23 4 1	38	86 6 10	164	557 2 10	2	4 10 –	–	– – –	113	261 – 6	230	778 14 9	936	2,198 8 7½
From Nash to Sharpness																		
From Nash to Cardiff Roads.																		
TOTAL - - -	371	487 9 7½	18	23 4 1	38	86 6 10	164	557 2 10	2	4 10 –	–	– – –	113	261 – 6	230	778 14 9	936	2,198 8 7½

(2.)—OUTWARDS.

From Sharpness to Kingroad.																		
From Sharpness to Holmes.	346	429 13 1½	221	487 1 5	8	11 6 –	16	44 17 9	44	76 9 11½	237	574 15 1½	13	24 18 6	58	219 19 6	943	1,869 1 4½
From Sharpness to Nash																		
From Sharpness to Lundy Island.																		
TOTAL - - -	346	429 13 1½	221	487 1 5	8	11 6 –	16	44 17 9	44	76 9 11½	237	574 15 1½	13	24 18 6	58	219 19 6	943	1,869 1 4½

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	21 5 –	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	93 7 6
To amount received for fines and forfeitures -	2 – –	By amount paid for pensions or superannuations	48 15 –
To gross amount received for inward and outward pilotage - - - - - -	203 7 10½	By amount paid pilots for attendance at Board meetings - - - - - - - -	1 – –
To amount credited in this account, the same having been charged twice in the account of 1864 - - - - - - -	68 7 –	By amount paid for expenses of survey - -	12 12 –
To amount received from vessels during the year - - - - - - - -	39 6 –	By postages - - - - - - -	– 9 2
To interest allowed by bank - - -	2 11 4	By paid out dividends credited in last year's account, transferred to dividend and capital account - - - - - - - -	14 13 3
		By amount paid for stationery - - -	– 3 6
		By balance carried to next account - -	165 16 9
£.	336 17 2½	£.	336 17 2

2 May 1868.

Philip Cooke, Secretary.

PORT OF HARTLEPOOL.

BYE-LAWS.

See p. 161 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 161 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

See p. 163 of Parl. Paper, No. 408 of 1867.

PORT OF HARTLEPOOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	BRITISH VESSELS. COASTERS. Towed by Steam. Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	BRITISH VESSELS. OVERSEA. Towed by Steam. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the German Ocean to the Harbours within the Port of Hartlepool.	1,477	1,360 15 9	647	422 17 11	876	592 9 11	3,000	2,376 3 7

(2.)—OUTWARDS.

From the Harbours within the Port of Hartlepool to the German Ocean.	2,195	1,904 2 7	648	603 3 –	650	523 4 7	3,493	3,030 10 2

Note.—Towage dues are payable by all vessels using either harbour.

ACCOUNT of all MONIES received and expended by the HARTLEPOOL PILOTAGE COMMISSIONERS.

Dr.	£. s. d.
1865:	
31 Aug. To Balance due to Commissioners, as per audit, 1864–5	636 17 5
1866:	
– Aug. „ Renewal fees for licenses	113 15 –
1867:	
8 Jan. „ Cash received from Newcastle Trinity House to this date, for compensation moneys	312 – 11
– Aug. „ Renewal fees for licenses	111 – –
4 Oct. „ Compensation money received from the collector of customs, West Hartlepool, to this date	3,059 1 6
9 Oct. „ Fines	2 – –
31 Dec. „ Bank interest, to this date	19 17 7
£.	4,254 12 5
To Balance brought down	651 1 5
£.	651 1 5

Cr.	£. s. d.
1865:	
30 Aug. By W. Snowden's superannuation	2 – –
27 Oct. „ H. C. Hood, for distribution of quarter's compensation moneys	1 – –
4 Nov. „ Expenses connected with transfer to the Commissioners of the moneys held by the Newcastle Trinity House	1 4 6
4 Nov. „ Costs and disbursements *in re* Horsley (pilot-master) *ats* Watt	4 – 7
24 Nov. „ Professional charges and disbursements of Messrs. Turnbull & Bell, in and about the elections and appointments of the first Commissioners in 1864	14 2 6
30 Nov. „ Clerk's salary, first year	60 – –
27 Dec. „ Pilot-master's salary, one year	30 – –
28 Dec. „ Preliminary costs incurred in obtaining Provisional Order and Act	85 18 1
1866:	
13 Feb. „ R. W. Clough, seal press	1 10 –
2 June „ W. Kitching, printing to this date	5 12 2
27 Sept. „ Clerk's salary, one year	25 – –
1 Oct. „ Pilot-master's salary, one year (Horsley, 11*l.* 10*s.*; Hutton, 18*l.* 10*s.*)	30 – –
31 Oct. „ Expenses connected with the inspection of the boundaries of the Commissioners' jurisdiction	12 15 8
1 Nov. „ Two pilots' life boats	32 16 –
1867:	
26 Jan. „ R. Hunter's pension, to this date	12 10 –
11 Feb. „ Amount distributed to pilots to this date out of compensation moneys recovered from Newcastle Trinity House	285 – 8
8 May „ Bousfield, Steele & Co. (two brass plates)	3 7 –
2 June „ Stamped cheques, to this date	– 4 –
2 Sept. „ J. N. Pigg's pension, to this date	11 6 8
1 Oct. „ Sarah Hunter's pension, to this date	22 – –
4 Oct. „ Compensation moneys paid to pilots, to this date	2,817 3 5
9 Nov. „ R. Hodgson's pension, to this date	13 10 –
9 Nov. „ T. Watt's pension, to this date	13 10 –
2 Dec. „ Use of Athenæum and Town Hall for meetings	1 13 10
7 Dec. „ Mrs. Hunter's trustees (R. Hunter's pension, to this date)	6 5 –
7 Dec. „ Clerk's salary, one year	25 – –
7 Dec. „ Pilot-masters' salary and office-rent, to this date	40 13 9
7 Dec. „ Clerk's and pilot-master's postages, to this date	5 1 4
31 Dec. „ Auditors' fees, to this date	4 4 –
31 Dec. „ Shipowners' lists for election purposes, to this date	2 9 4
31 Dec. „ South Durham Herald, printing and advertising, to this date	4 19 9
31 Dec. „ South Durham and Cleveland Mercury, advertising, &c., to this date	2 1 11
31 Dec. „ Shipping Gazette, advertising, to this date	3 5 3
31 Dec. „ J. Procter, printing, to this date	13 5 3
31 Dec. „ Use of King's Head Hotel, Hartlepool, for committee meetings, to this date	4 15 –
31 Dec. „ Use of Royal Hotel, West Hartlepool, for committee meetings, to this date	4 5 –
31 Dec. „ Sundry disbursements	1 – 4
Balance	651 1 5
£.	4,254 12 5
1868:	
4 Jan. By Amount in the National Provincial Bank at Hartlepool	650 2 8
4 Jan. „ Amount owing by clerk	– 18 9
£.	651 1 5

8 February 1868.

Edw. Turnbull, Clerk.

PORT OF KING'S LYNN.

BYE-LAWS, &c.

See p. 83 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James Cook	aged 68	Samuel Teasel	aged 57
Samuel Wright	64	Richard Thompson	56
William Hewitt	69	James Hitchcock	62
Richard Jackson	62	Samuel Greenacre	51
Thomas Thompson	62	John Harle	47
George Burton	61	William Jones	44
Peter Hart	57	Thurlow Groom Rayner	49
Charles Bartle	68	Thomas Shaftoe	56
Robert Fysh	57	Edward Greenacre	23
James Coston	58	Robert John Brooke	28

SUPERANNUATED PILOTS.

Nathaniel Haycock	aged 80	Robert Melton	aged 64
Henry Thew	79	Edward H. Neach	58
William Chase	74		

RATES of PILOTAGE.

See p. 62 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Roads to Lynn Harbour	910	647 1 5½	16	19 19 10½	85	78 11 3	1,011	745 12 7

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads	830	456 16 9½	17	13 6 9	76	47 15 2½	923	517 18 9

Note.—There are no Steam Tugs belonging to the Port. The accounts are not kept so as to distinguish Coasters from Oversea Foreign Vessels.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance from last account - £.1 5 7		By amount paid for or in respect of pilot boats	200 – –
Ditto - Superannuation Fund 47 13 2		By amount paid for pensions or superannuations	100 – –
	48 18 9	By amount divided among working pilots and masters of sloops (full share, 56*l.* 10*s.* 5*d.*)	1,121 3 6
To gross amount received for - - - - Inward pilotage	745 12 7	By amount paid for wages	121 12 –
Outward pilotage	517 18 9	By amount paid for coals, candles, &c.	12 – 3
To amount received for foreign claims	102 14 –	By amount paid for books, stationery, and stamps	9 11 5
To amount received from harbour moorings' dues, to pay salaries of masters of pilot sloops	160 – –	By amount paid for office expenses	5 5 –
		By amount paid for a fishing net	2 4 –
		By amount paid for telescope	– 10 –
		Miscellaneous payments	1 12 3
		By balance carried to next account (Superannuation Fund)	1 5 8
£.	1,575 4 1	£.	1,575 4 1

6 February 1868.

J. O. Smetham, Clerk.

PORT OF LANCASTER.

BYE-LAWS, RULES, &c.

See p. 86 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Robert Gerrard	aged 61	*Limits of License*:—From Sea to Glasson Dock, and from Glasson Dock to Sea.
John Grimshaw	36	
Richard Raby	25	
John Gerrard	42	*Limits of License*:—From Glasson Dock to Lancaster Quays, and down again.
Richard Gerrard	65	
William Dickinson	55	
James Spencer	39	
Richard Thompson	43	

NAME OF APPRENTICE.

Robert Gerrard, jun. - - - - - - - aged 18.

RATES of PILOTAGE.

See p. 87 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson Dock -	12	11 5 -	-	- - -	8	24 9 6	10	36 17 6	2	6 5 -	1	2 12 -	33	81 9 -

(2.)—OUTWARDS.

From Glasson Dock to Sea -	3	2 15 -	2	4 - -	1	3 15 -	15	32 16 -	1	1 14 -	1	2 8 -	23	47 8 -

5 February 1868.

John Walker, Clerk.

PORT OF LIVERPOOL.

BYE-LAWS, &c.

See pp. 88, 89, 90, 91, 92, and 93 of Parl. Paper, No. 408 of 1867.

NAMES and AGES of PILOTS and APPRENTICES.

No. 1 Boat. Schooner "Queen."

See p. 94 of Parl. Paper, No. 408 of 1867.

No. 2 Boat. Schooner "Leader."

See p. 94 of Parl. Paper, No. 408 of 1867.
Joseph Powell has ceased to act. Add the following names —Owen Jones, aged 45, 3rd master, full license; W. S. Jones, aged 39, pilot, full license; Frederick Schair, aged 27, pilot, full license; and F. W. Webster, aged 18, apprentice, unlicensed.

No. 3 Boat. Schooner "The Duke."

See p. 94 of Parl. Paper, No. 408 of 1867.
Omit the names of Richard Edwards, John Williams (*a*), and Richard Shaw. Add the name of John Jones, aged 50, 3rd master.

No. 4 Boat. Cutter "Auspicious."

See p. 94 of Parl. Paper, No. 408 of 1867.
Omit the names of John Hughes and George Dean.

No. 5 Boat. Schooner "Victoria and Albert."

See p. 95 of Parl. Paper, No. 408 of 1867.
Omit the names of Robert Buddle and Robert Shannon.

No. 6 Boat. Schooner "Pioneer."

See p. 95 of Parl. Paper, No. 408 of 1867.
Omit the names of Thomas Parry, Peter Evans, James E. Williamson, and Frederic A. Mowll. Add the names of David Jones, aged 16; Ellis Taylor, aged 18; Thomas Dobson, aged 17; and John Williams, apprentices.

No. 7 Boat. Schooner "Lancashire Witch."

See p. 95 of Parl. Paper, No. 408 of 1867.
John Williams has been transferred to the "Pioneer," as master. Omit the name of Owen Jones. W. Roberts, aged 21; Edward Jones, aged 21; and Henry Parry, aged 17, have been apprenticed.

No. 8 Boat. Schooner "Pride of Liverpool."

See p. 95 of Parl. Paper, No. 408 of 1867.

No. 9 Boat. Schooner "Guide."

See p. 96 of Parl. Paper, No. 408 of 1867.
John Jones has been transferred to the "Criterion."

No. 10 Boat. Schooner "Criterion."

See p. 96 of Parl. Paper, No. 408 of 1867.
Omit the names of Hugh Williams and John Scott. Add the name of Robert Shannon, aged 30.

No. 11 Boat. Cutter "Mersey."

See p. 96 of Parl. Paper, No. 408 of 1867.
Omit the name of Thomas Smith. Add the name of John G. Paul, aged 16, apprentice.

No. 12 Boat. Schooner "Perseverance."

See p. 96 of Parl. Paper, No. 408 of 1867.
George Bark has ceased to act. Add the names of George K. Dixon, aged 16, apprentice, unlicensed; and George M'Allister, aged 16, apprentice, unlicensed.

Robert P. J. Simpson, Superintendent of Pilotage.

RATES of PILOTAGE.

See p. 86 of Parliamentary Paper, No. 264 of 1863.

AMOUNT received for Inward and Outward Pilotage in 1867.

BRITISH VESSELS.

OVERSEA.						COASTERS.						AMOUNT.	
Inwards.				Outwards.		Inwards.				Outwards.		Inwards & Outwards.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
3,602	25,310 4 9	712	3,538 18 6	4,158	14,665 11 9	72	195 12 3	3,785	2,958 9 4	223	228 – 10	12,552	46,896 17 5

FOREIGN VESSELS.						AMOUNT.		TOTAL AMOUNT.	
Inwards.				Outwards.		Inwards and Outwards.		British and Foreign.	
								Inwards and Outwards.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,058	7,052 3 3	196	914 17 6	1,216	3,509 5 –	2,470	11,476 5 9	15,022	58,373 3 2
							Compensation from September 1866 to September 1867	- - -	9,438 6 –
								£.	67,811 9 2

(Errors excepted)

Liverpool, 3 February 1868. *John Leece.*

PORT OF LIVERPOOL—*continued.*

CASH STATEMENT of the PILOTAGE ANNUITY FUND from 1st January 1867 to 31st December 1867.

Dr.	£.	s.	d.
1 January 1867:			
To balance, viz.:—			
Amount invested in three bonds of the Mersey Dock and Harbour Board—			
No. 4,614, bearing 4½ per cent. interest, redeemable 1 Jan. 1868 - 7,500			
No. 17,033, bearing 5 per cent. interest, redeemable 1 Jan. 1868 - 500			
No. 24,847, bearing 4¾ per cent. interest, redeemable 1 July 1873 - 500			
£. 8,500			
Amount in Royal Bank of Liverpool - 561 17 10			
Amount in Treasurer's hands - - 27 6 2			
	9,089	4	–
31 December 1867:			
To per centage on the earnings of the pilot boats - -	1,790	16	4
To interest on the above dock bonds - - - -	359	5	2
To interest allowed in bank account - - - -	12	18	1
To income tax returned, deducted from interest on dock bonds, for two years ending 1st January 1867 - -	12	8	1
To pilots' licenses - - - - - - - - -	1,068	18	–
To pilot boat licenses - - - - - - - -	66	3	–
To pilotage certificates for masters and mates - - -	38	17	–
To fines - - - - - - - - - -	64	4	6
To sale of pilotage bye-laws - - - - - -	–	5	–
£.	12,502	19	2

Cr.	£.	s.	d.	£.	s.	d.
31 December 1867:						
By superannuations and allowances - - - -				1,862	6	8
By salaries of superintendent and clerk - - - -				500	–	–
By rent of offices - - - - - - - -				80	–	–
By parish rates, &c., on offices - - - - -				16	17	6
By repairing and furnishing offices - - - -				4	6	10
By gas and coal for offices - - - - - -				6	13	4
By stationery and printing - - - - - -				33	9	5
By charts, instruments, &c. - - - - - -				2	7	6
By wages to office youth and office cleaners - - -				42	18	8
By expenses on annual survey - - - - -				72	17	–
By examination expenses, pilotage committee - -				105	–	–
By allowances for funeral expenses - - - -				3	–	–
By donation to Mrs. M. A. Williams, widow, without annuity - - - - - - - - -				5	–	–
By miscellaneous disbursements - - - - -				11	9	11
By balance, viz.:—						
Bond, No. 4,614, at 4½ per cent. for - -	7,500	–	–			
Bond, No. 17,033, at 5 per cent. for - -	500	–	–			
Bond, No. 24,847, at 4¾ per cent. for - -	500	–	–			
Bond, No. 28,132, at 4½ per cent. for - -	500	–	–			
				9,000	–	–
Amount in Royal Bank of Liverpool - -	1,180	19	–			
Less, amount advanced by Treasurer - -	424	6	8			
				756	12	4
						9,756 12 4
£.						12,502 19 2

Dock Office, 8 January 1868.

W. H. Livesey, Chief Accountant.

PORT OF LLANELLY.

BYE-LAWS, &c.

See pp. 98, 99, and 100 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

William Roberts - - - aged 68	John Williams - - - aged 46	William Charles - - - aged 32
William Richards, 1st - - - 67	Thomas Colebrook - - - 49	David Bonnell - - - - 39
William Richards, 2nd - - - 59	Christopher Lewis - - - 43	William Lewis, 5th - - - 40
David Richards - - - - 52	Hector Rees - - - - 54	Henry Morgan - - - - 41
William Wilson - - - - 59	William Hughes, 2nd - - - 40	William Williams - - - - 42
John Perrott, 1st - - - - 51	John Perrott, 2nd - - - 38	Richard Arnold - - - - 43
William Bowen, 2nd - - - 58	Robert Thomas - - - - 41	John Evans - - - - - 45
William Hughes, 1st - - - 57	Thomas Perrott - - - - 41	Joseph Edmonds - - - - 31
William Lewis, 2nd - - - 63	John Edwards - - - - 40	Richard Richards - - - - 29
William Lewis, 4th - - - 53	Daniel Rees - - - - - 40	William Richards, 3rd - - - 44
William Christopher - - - 51	John Voss - - - - - 43	John Brabyn - - - - 28
David Charles - - - - 52	Henry Winch - - - - 45	John Thomas - - - - 30
Phillip Beynon - - - - 48	David Thomas - - - - 37	James Winch (auxiliary) - - 51
Robert Hopkins - - - - 61	Thomas Phillips - - - - 38	Thomas Lewis (auxiliary) - - 51
Richard Christopher - - - 45	David Edwards - - - - 33	Thomas Davies (auxiliary) - - 55
John Gay - - - - - 50		

PORT OF LLANELLY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - -	1,530	1,583 5 7	331	401 12 2	41	31 1 8	344	281 2 2	2,246	2,297 1 7

(2.)—OUTWARDS.

From Llanelly to Sea - -	1,504	818 1 5	424	419 6 9	- - nil - -		420	185 18 2	2,348	1,422 6 4

Note.—The Rates are the same, whether vessels are towed by steam or not.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	1,119 8 –	By amount paid for pilotage - - - -	3,727 10 –
To amount received for pilots' doctor - -	17 14 –	By amount paid for pilots' doctor - - -	16 13 1
To amount received as contribution to Superannuation or Widows' Fund - - -	229 1 1	By amount paid for or in respect of pilot boats and cutters - - - - - - -	620 15 4
To amount received for cutters and boats -	678 18 2	By amount paid for pensions or superannuations - - - - - - - - -	408 13 –
To gross amount received for - - - - { Inward pilotage -	2,297 1 7	By balance carried to next account - -	990 17 9
{ Outward pilotage	1,422 6 4		
£.	5,764 9 2	£.	5,764 9 2

31 January 1868.

B. Jones, Secretary.

PORT OF NEWCASTLE-UPON-TYNE.

Under the Jurisdiction of the Trinity House of Newcastle-upon-Tyne.

BYE-LAWS, REGULATIONS, &c.

See p. 62 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See pp. 62, 63, and 64 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates printed at p. 171 of Parl. Paper, No. 516 of 1855, are still in force.

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS AND OUTWARDS INCLUSIVE.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Middlesbro' and Stockton.	167	149 19 –	127	109 5 –	586	369 16 8½	3	3 18 –	222	226 4 9	228	256 13 11½	580	469 2 –½	3	2 – –	1,916	1,586 19 5½
From Sea to Blyth -	509	268 18 6	218	119 7 6	118	57 7 –	–	– – –	221	175 6 3	277	402 6 3	131	95 17 –	–	– – –	1,474	1,119 2 6
From Sea to Seaham -	2,305	1,060 4 –	140	73 19 –	89	52 16 6	–	– – –	2,163	1,672 10 3	150	120 9 9	81	52 11 8	1	– 11 8	4,929	3,033 2 10
From Sea to Alnmouth	17	9 19 9	–	– – –	1	– 11 3	–	– – –	10	3 17 –	–	– – –	1	– 6 3	–	– – –	29	14 14 3
From Sea to Holy Island.	114	50 16 –	–	– – –	–	– – –	–	– – –	82	36 5 –	–	– – –	–	– – –	–	– – –	196	87 1 –
From Sea to Whitby -	152	72 7 9	14	10 12 1	5	3 6 3½	–	– – –	175	71 3 5½	2	– 18 5	5	2 13 2	–	– – –	353	161 1 2
From Sea to North Sunderland.	24	11 12 9	–	– – –	–	– – –	–	– – –	24	11 16 3	–	– – –	–	– – –	–	– – –	48	23 9 –
From Sea to Warkworth.	34	17 8 –	34	28 12 3	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	68	46 – 3
North Sea Pilots -	–	– – –	–	– – –	64	489 – –	–	– – –	–	– – –	–	– – –	95	668 18 –	–	– – –	159	1,157 18 –
TOTAL - - -	3,322	1,641 5 9	533	341 15 10	863	972 17 9	3	3 18 –	2,897	2,197 2 11½	657	780 8 4½	893	1,289 8 1½	4	2 11 8	9,172	7,229 8 5½

(2.)—OUTWARDS.

See above.

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO the above Ports and OUTWARDS.

Vessels.	No. of Vessels.	Total Pilotage.	
		£. s. d.	
English - - - - - -	4,657	2,470 17 4	The Total Amount for Inwards and Outwards inclusive.
Foreign - - - - - -	4,356	3,600 13 1½	
North Sea Pilots:			
English - - - - - -	64	489 – –	
Foreign - - - - - -	95	668 18 –	
TOTAL - - -	9,172	7,229 8 5½	

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of PILOTS or PILOTAGE.

TEES.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward	493	–	4	By amount paid for salaries of secretary, clerk, and other officers	30	–	–
To amount from Union Bank	41	2	5	By amount paid for rent of offices, &c.	–	17	–
To amount received as contribution to superannuation or widows' fund	21	10	–	By amount paid for pensions or superannuations	29	4	–
To interest from the River Tyne Commissioners, less income tax	26	5	2	By balance	521	16	11
£.	581	17	11	£.	581	17	11

BLYTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	34	7	–	By balance brought forward	294	9	4
To balance	368	19	7	By amount paid for salaries of secretary, clerk, and other officers	90	–	–
				By amount paid for rent of offices, &c.	18	17	3
£.	403	6	7	£.	403	6	7

SEAHAM.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward	193	11	3	By amount paid for salaries of secretary, clerk, and other officers	20	–	–
To amount from Union Bank	1	17	6	By amount paid for pensions or superannuations	21	11	6
To amount received as contribution to superannuation or widows' fund	23	10	–	By balance	187	2	8
To amount received from other sources (River Tyne Commissioners, interest)	9	15	5				
£.	228	14	2	£.	228	14	2

HOLY ISLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	8	10	–	By balance brought forward	105	3	4
To balance	111	13	4	By amount paid for salaries of secretary, clerk, and other officers	15	–	–
£.	120	3	4	£.	120	3	4

PORT OF NEWCASTLE-UPON-TYNE —*continued.*

ACCOUNTS—*continued.*

WHITBY.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	2	–	9	By balance brought forward	213	11	2
To balance	241	13	6	By amount paid for salaries of secretary, clerk, and other officers	10	–	–
				By amount paid for rent of offices, &c.	20	3	1
£.	243	14	3	£.	243	14	3

NORTH SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	3	10	–	By balance brought forward	191	14	7
To balance	203	4	7	By amount paid for salaries of secretary, clerk, and other officers	15	–	–
£.	206	14	7	£.	206	14	7

WARKWORTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	1	10	–	By balance brought forward	167	16	1
To balance	181	6	1	By amount paid for salaries of secretary, clerk, and other officers	15	–	–
£.	182	16	1	£.	182	16	1

19 February 1868. *William Taylor*, Secretary.

PORT OF NEWPORT (MONMOUTH).

BYE-LAWS and REGULATIONS.

See pp. 101, 102, and 103 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 103 of Parl Paper, No. 408 of 1867. Omit the name of William Nash. Add the names of Samuel Gilmore, aged 24; and Thomas Cox, aged 25.

NAMES of APPRENTICES.

George Ching – – – aged 16	John Gilmore – – – aged 17	William Edmonds – – aged 14
Richard Ireland – – – – 18	W. H. Richardson – – – 19	Thomas Lukins – – – – 16
Abel S. Williams – – – – 16	Samuel J. Small – – – – 21	Charles Carney – – – – 13
William Thompson – – – 15	J. T. Lewes – – – – – 13	Alfred Bissex – – – – 17
Isaac Gilmore – – – – 21	James Davis – – – – – 15	Charles Thomas – – – – 20
Sydney Davis – – – – 14	Charles Dallimore – – – 19	Charles Ebsworth – – – – 18
Henry C. Edmunds – – – 16	George Hardy – – – – 15	Henry Cheeseman – – – 18
E. W. Roberts – – – – 16	John Davis – – – – – 21	John Henry Cox – – – – 20

RATES of PILOTAGE.

See p. 101 of Parl. Paper, No. 408 of 1867.

PORT OF NEWPORT (MONMOUTH)—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From River's Mouth to Newport.	2	1 10 –	39	39 3 6	–	– – –	23	20 16 6	3	1 10 –	6	5 15 –	73	68 15 –
From Holmes to Newport	1	– 13 –	201	363 2 –	5	5 9 –	231	413 4 8	17	11 8 –	165	297 14 6	620	1,091 11 2
From Nash Point to Newport.	–	– –	13	31 7 –	2	2 1 –	88	239 16 –	–	– –	49	123 14 10	152	396 18 10
From Coombe to Newport	–	– –	2	6 10 –	–	– –	33	139 11 –	–	– –	35	133 8 6	70	279 9 6
From Lundy to Newport	–	– –	–	– –	–	– –	45	247 15 8	–	– –	72	381 17 6	117	629 13 2
TOTAL - - -	3	2 3 –	255	440 2 6	7	7 10 –	420	1,061 3 10	20	12 18 –	327	942 10 4	1,032	2,466 7 8

(2.)—OUTWARDS.

From Newport to River's Mouth.	14	10 10 –	63	56 10 –	1	– 15 –	22	18 7 6	8	4 10 –	4	2 15 –	112	93 7 6
From Newport to Holmes	2	1 13 –	218	384 3 6	2	1 13 –	292	364 15 –	21	14 – –	179	181 19 –	714	948 3 6
From Newport to Nash Point.	–	– –	8	20 4 –	–	– –	70	182 10 10	–	– –	28	94 10 –	106	297 4 10
From Newport to Coombe	–	– –	1	2 10 –	–	– –	20	79 1 6	–	– –	53	135 2 6	74	216 14 –
From Newport to Lundy	–	– –	4	17 18 –	–	– –	148	914 15 –	–	– –	142	785 19 8	294	1,718 12 8
TOTAL - - -	16	12 3 –	294	481 5 6	3	2 8 –	552	1,559 9 10	29	18 10 –	406	1,200 6 2	1,300	3,274 2 6

Note.—The pilots for this district are licensed for the whole distance.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	978 6 11	By amount paid for salaries of secretary, clerk, and other officers - - - - -	110 – –
To amount of fees received from applicants for licenses and certificates - - -	32 16 –	By amount paid for rent of offices, &c. - -	149 13 5
To amount received as contribution to Superannuation or Widows' Fund - - -	346 11 7	By amount paid for pensions or superannuations - - - - - - - -	21 – –
To gross amount received for - - - - - Inward pilotage -	2,466 7 8	By amount paid for Inward pilotage - -	2,466 7 8
To gross amount received for - - - - - Outward pilotage	3,274 2 6	By amount paid for Outward pilotage -	3,274 2 6
To amount received from other sources -	208 12 1	By balance carried to next account - -	1,285 13 2
£.	7,306 16 9	£.	7,306 16 9

8 February 1868.

John S. Phillips, Secretary.

PORT OF PORTHCAWL.

BYE-LAWS.

No information received.

NAMES of PILOTS.

John Jones	aged 50	Morris Power	aged 34
William Lewis	30	James Pearce, jun.	25

RATES of PILOTAGE.

	£.	s.	d.		£.	s.	d.
Per registry, under 30 tons	–	4	–	100 tons and under 125 tons	–	15	–
30 tons and under 40 „	–	5	–	125 „ „ 150 „	–	18	–
40 „ „ 50 „	–	6	6	150 „ „ 175 „	1	2	–
50 „ „ 60 „	–	8	–	175 „ „ 200 „	1	6	–
60 „ „ 75 „	–	10	–	200 „ „ 225 „	1	10	–
75 „ „ 100 „	–	12	–	225 tons and upwards	1	14	–

	£.	s.	d.
Pilotage for steamers under 500 tons	–	15	–
Pilotage for steamers over 500 tons	1	–	–
And for use of pilot-boat, every ship using the same—			
Per registry, under 75 tons	–	1	–
Per registry, 75 tons and upwards	–	2	–

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nash Sands to Porthcawl.	550	178 1 9	47	17 5 3	20	9 17 6	1	– 17 –	7	2 4 –	–	– – –	4	1 4 –	3	1 – –	632	210 9 6

(2.)—OUTWARDS.

From Porthcawl to Nash Sands.	505	158 16 6	69	22 19 6	35	18 1 6	9	6 2 –	3	– 18 –	4	1 2 –	6	2 1 –	1	– 9 –	632	210 9 6

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward Pilotage	210	9	6	By amount paid for or in respect of pilot boats, buoys, &c.	30	5	–
{ Outward Pilotage	210	9	6	By amount paid pilots	436	5	–
To amount received from other sources	45	11	–				
£.	466	10	–	£.	466	10	–

6 February 1868.

George Saunders, Secretary.

PORT OF SUNDERLAND.

BYE-LAWS and REGULATIONS.

At the Court at Osborne House, Isle of Wight, the 3rd day of August 1867,—Present, the Queen's Most Excellent Majesty in Council.

WHEREAS, by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time, to do within its district all or any of the things specified in that behalf in the said section:

And whereas, by the 13th section of the Order set out in the Schedule to "The Sunderland Pilotage Order Confirmation Act, 1865, it is provided that every vessel piloted and conducted into and out of the Port of Sunderland shall pay the pilotage dues in that section specified, and that, subject to the approval of the Board of Trade, the Commissioners (appointed under the Order set out in the Schedule to that Act) may raise the pilotage dues payable inwards for vessels above 500 tons register, in addition to the dues specified, by any sum not exceeding one halfpenny per ton on the excess of register tonnage over and above that number of tons, and may subject the payment of such additional dues to such regulations as in their judgment will more effectually secure the boarding of such vessels before they arrive within six miles of the port:

And whereas the Sunderland Pilotage Commissioners, being the pilotage authority for the Port of Sunderland within the meaning of "The Merchant Shipping Act, 1854," have, in exercise of the powers in them vested by that Act and by the aforesaid Order, made and submitted for the consent of Her Majesty certain bye-laws and regulations, which are set forth in the Schedule I. hereunto annexed, with respect to pilots and pilotage in the Sunderland District; and have also, with the approval of the Board of Trade, made and submitted a regulation which is set forth in the Schedule II. hereunto annexed, with respect to the increase of the pilotage dues payable inwards for vessels above 500 tons register:

And whereas it has been made to appear to Her Majesty that the said bye-laws and regulations are reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to, the said bye-laws and regulations of the said Commissioners, with respect to the pilotage of the Sunderland Pilotage District.

Arthur Helps.

SCHEDULE I.

Bye-Laws made by the Sunderland Pilotage Commissioners.

1. No one shall be eligible to receive a license to act as a pilot before he is 21 years of age, or after he is 30 years of age. A candidate must be able to read and write distinctly, and have been at sea in cobles or ships five years, one year of such time to have been in sailing ships in the coasting or home trades. He will have to pass an examination before the Commissioners; and, if approved, will be eligible to receive a license to conduct ships not exceeding 150 tons register into and out of this port. — Applicants for first license.

2. At the expiration of two years (his conduct having been satisfactory during that time) an applicant will, after passing a further examination before the Commissioners, be eligible to receive a license to pilot all descriptions of vessels. — Full license.

3. Each pilot boat shall be painted black outside, and equipped in accordance with law, and have the number, with the letter S., on each bow in white letters, and figures not less than 10 inches long. — Pilot boats.

4. No pilots shall join the herring fishery without previously obtaining the consent of the Commissioners. — Herring fishing.

5. Any pilot wishing to leave the port for any other purpose must also obtain the written authority of the Commissioners, or their clerk or ruler, before doing so. — Leaving the port.

6. When any ship receives serious damage, touches the ground, or happens with any accident, in charge of a pilot, the pilot must, as early after as possible, report the same to the pilot master. — Accidents to be reported.

7. Pilots must at all times be strictly obedient to the pilotage authorities, civil and respectful to those that employ them, and pay due and proper attention to the orders of the Dock and Harbour Masters and officers of Her Majesty's Navy and Customs. — To obey authorities.

8. Each pilot shall, at the expiration of every month, deliver to the Clerk of the Commissioners a correct account (on one of the forms provided for that purpose) of all vessels piloted by him during the month. — Monthly returns.

9. When two or more cobles are making for the same ship, the pilot nearest the ship shall hail her at a reasonable distance, and lower his sail, so as to give himself time to board the ship in safety; and the other pilot or pilots in his wake shall not interfere or cause him to run any risk when in the act of boarding such ship. — Cobles running for same ship.

10. Every pilot, when required to pilot any ship, shall, if under engagement to any other ship, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring such pilot's service; and in case of any concealment, misrepresentation, or falsehood in respect of such alleged previous engagement, the pilot offending shall be subject to a penalty not exceeding 5*l.* — Previous engagemen &c.

PORT OF SUNDERLAND—*continued.*

To attend to summons of Commissioners, &c.

11. Every pilot shall, from time to time, and at all times, in obedience to the order or summons of the Commissioners, under the hand of the pilot master or clerk of the Commissioners, duly delivered or offered to such pilot, or left a reasonable time at the usual or last place of residence of such pilot, attend the Commissioners at their courts, bye-boards, or committees, or their pilot master or their clerk for the time being, to answer any charges brought against him connected with the pilotage service; and in default of such attendance when so required as aforesaid, every pilot shall, for the first offence, forfeit a sum not exceeding 40*s.*, and for the second and every subsequent offence, a sum not exceeding 5*l.*

Not to alter license.

12. No pilot shall add to or in any way alter his license, or make or alter any endorsement thereon, nor be privy to his license or any endorsement thereon being altered.

Alteration of sands, &c.

13. Every pilot who shall observe any alteration in the sands or channels, or that any of the buoys or beacons placed within the jurisdiction of the Commissioners are driven away, broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the clerk of the Commissioners for the time being.

Losing anchors.

14. When anchors or cables are lost from any vessel, the pilot in charge shall immediately report the occurrence to the pilot master, the state of the weather, the direction of the wind, time of tide, quantity of cable riding by, and whether the cable was slipped or parted with, and the quantity lost.

Pilot in, entitled to the ship out.

15. The pilot who has brought a ship in shall be entitled to take her out.

Offending against bye-laws.

16. Every pilot who shall offend against any of the foregoing bye-laws, rules, orders, regulations, and ordinances, shall, for every such offence (whether the same shall subject him to any pecuniary penalty or not), be liable to have his license annulled and forfeited, or suspended, at the discretion of the Commissioners.

Disputes with pilots.

17. If any dispute shall arise between any of the pilots in carrying out the above rules and regulations, the same shall be referred to the pilot master, who is hereby fully empowered to decide the same; nevertheless, if any pilot feels himself aggrieved by such decision, he is hereby authorised to appeal to the Commissioners, through their clerk.

To obey Acts of Parliament.

18. Besides conforming themselves diligently to the above bye-laws, rules, orders, regulations, and ordinances, the pilots licensed by the Commissioners are required to observe and obey the enactments and provisions relating to pilots and pilotage contained in Part 5 of "The Merchant Shipping Act, 1854," (a copy of which part of such Act has been delivered to each pilot), and also the provisions of any general Act of Parliament now in force or hereafter to be passed relating to pilotage or pilotage dues.

SCHEDULE II.

Inward Pilotage Rate in respect of Ships above 500 *Tons Register.*

Increased rate of pilotage for ships above 500 tons.

In addition to the pilotage dues payable inwards, authorised by the 1st and 2nd paragraphs of the 13th section of the Order set out in the Schedule to "The Sunderland Pilotage Order Confirmation Act, 1865," the rates for ships above 500 tons register shall be raised one halfpenny per ton on the excess of register tonnage over and above that number of tons; provided always that the pilot board the ship not less than six miles outside of the district.

J. R. Hodge, Ruler and Clerk.

CLAUSES contained in the Merchant Shipping Act, 17 & 18 Vict. c. 104, relating to Pilots.

Pilot Licenses (General).

Registry of pilot license.

349. Every qualified pilot, on his appointment, shall receive a license, containing his name and usual place of abode, together with a description of his person, and a specification of the limits within which he is qualified to act: and it shall be the duty of the principal officer of customs at the place at or nearest to which any qualified pilot may reside, upon his request, to register his license; and no qualified pilot shall be entitled to act as such until his license is so registered; and any qualified pilot acting beyond the limits for which he is qualified by his license shall be considered as an unqualified pilot.

Copies of regulations to be furnished to qualified pilot, and to be produced by him.

350. Every qualified pilot shall, upon receiving his license, be furnished with a copy of such part of this Act as relates to pilotage, together with a copy of the rates, bye-laws, and regulations established within the district for which he is licensed; and he shall produce such copies to the master of any ship, or other person employing him, when required to do so, under a penalty, in case of default, not exceeding 5*l.*

Qualified pilot to produce license to employer.

351. Every qualified pilot, while acting in that capacity, shall be provided with his license, and produce the same to every person by whom he is employed, or to whom he tenders his services as pilot; and if he refuses to do so, at the request of such person, he shall incur, for each offence, a penalty not exceeding 10*l.*, and shall be subject to suspension or dismissal by the pilotage authority by whom he is licensed.

Licenses to be delivered up when required, and returned on death.

352. Every qualified pilot, when required by the pilotage authority who appointed him, shall produce or deliver up his license; and on the death of any qualified pilot, the person into whose hands his license happens to fall, shall, without delay, transmit the same to the pilotage authority who appointed the deceased pilot; and any pilot or person failing to comply with the provisions of this section shall incur a penalty not exceeding 10*l.*

PORT OF SUNDERLAND—*continued.*

Compulsory Pilotage (General).

Compulsory pilotage, in what mode to be enforced.

353. Subject to any alteration to be made by any pilotage authority in pursuance of the power hereinbefore in that behalf given, the employment of pilots shall continue to be compulsory in all districts in which the same was by law compulsory immediately before the time when this Act comes into operation; and all exemptions from compulsory pilotage then existing within such districts shall also continue in force; and every master of any unexempted ship navigating within any such district who, after a qualified pilot has offered to take charge of such ship, or has made a signal for that purpose, either himself pilots such ship without possessing a pilotage certificate enabling him so to do, or employs or continues to employ an unqualified person to pilot her; and every master of any exempted ship navigating within any such district who, after a qualified pilot has offered to take charge of such ship, or has made a signal for that purpose, employs or continues to employ an unqualified pilot to pilot her, shall, for every such offence, incur a penalty of double the amount of pilotage demandable for the conduct of such ship.

Home trade passenger ships to employ qualified pilots, unless they have certificated masters or mates.

354. The master of every ship carrying passengers between any place situate in the United Kingdom, or the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and any other place so situate, when navigating upon any waters situate within the limits of any district for which pilots are licensed by any pilotage authority under the provisions of this or of any other Act, or upon any part thereof so situate, shall, unless he or his mate has a pilotage certificate enabling such master or mate to pilot the said ship within such district, granted under the provisions hereinbefore contained, or such certificate as next hereinafter mentioned, being a certificate applicable to such district and to such ship, employ a qualified pilot to pilot his ship; and if he fails so to do, he shall for every offence incur a penalty not exceeding 100 *l.*

Rights, Privileges, and Remuneration of Pilots (General).

Qualified pilot unable to board, when entitled to pilotage.

356. If any boat or ship, having a qualified pilot on board, leads any ship which has not a qualified pilot on board, when such last-mentioned ship cannot, from particular circumstances, be boarded, the pilot so leading such last-mentioned ship shall be entitled to the full pilotage for the distance run as if he had actually been on board and had charge of such ship.

Allowance to qualified pilot taken out of his district.

357. No pilot, except under circumstances of unavoidable necessity, shall, without his consent, be taken to sea, or beyond the limits for which he is licensed, in any ship whatever; and every pilot so taken under circumstances of unavoidable necessity, or without his consent, shall be entitled, over and above his pilotage, to the sum of 10 *s.* 6 *d.* a day, to be computed from and inclusive of the day on which such ship passes the limit to which he was engaged to pilot her up to and inclusive of the day of his being returned in the said ship to the place where he was taken on board, or up to and inclusive of such day as will allow him, if discharged from the ship, sufficient time to return thereto; and in such last-mentioned case he shall be entitled to his reasonable travelling expenses.

Penalty on receiving or offering improper rate.

358. Any qualified pilot demanding or receiving, and also any master offering or paying to any pilot, any other rate in respect of pilotage services, whether greater or less, than the rate for the time being demandable by law, shall, for each offence, incur a penalty not exceeding 10 *l.*

Penalty on making a false declaration as to draught of ship or falsifying marks.

359. If any master, on being requested by any qualified pilot having the charge of his ship, to declare her draught of water, refuses to do so, or himself makes, or is privy to any other person making a false declaration to such pilot as to such draught, he shall incur a penalty for every such offence, not exceeding double the amount of pilotage which would have been payable to the pilot making such request; and if any master or other person interested in a ship makes or is privy to any other person making any fraudulent alteration in the marks on the stern or stem post of such ship denoting her draught of water, the offender shall incur a penalty not exceeding 500 *l.*

Power of qualified pilot to supersede unqualified pilot.

360. A qualified pilot may supersede an unqualified pilot, but it shall be lawful for the master to pay to such unqualified pilot a proportionate sum for his services, and to deduct the same from the charge of the qualified pilot; and in case of dispute, the pilotage authority by whom the qualified pilot is licensed, shall determine the proportionate sums to which each party is entitled.

Penalty on unqualified person acting as pilot.

361. An unqualified pilot assuming or continuing in the charge of any ship after a qualified pilot has offered to take charge of her, or using a license which he is not entitled to use for the purpose of making himself appear to be a qualified pilot, shall for each offence incur a penalty not exceeding 50 *l.*

Occasions on which unlicensed persons may act as pilots.

362. An unqualified pilot may, within any pilotage district, without subjecting himself or his employer to any penalty, take charge of a ship as pilot under the following circumstances; that is to say,

When no qualified pilot has offered to take charge of such ship, or made a signal for that purpose; or,

When a ship is in distress, or under circumstances making it necessary for the master to avail himself of the best assistance which can be found at the time; or,

For the purpose of changing the moorings of any ship in port, or of taking her into or out of any dock, in cases where such act can be done by an unqualified pilot without infringing the Regulations of the Port, or any orders which the harbour master is legally empowered to give.

Liability for and recovery of pilotage dues.

363. The following persons shall be liable to pay pilotage dues for any ship for which the services of a qualified pilot are obtained (that is to say); the owner or master, or such consignees or agents thereof as have paid or made themselves liable to pay any other charge on account of such ship in the port of her arrival or discharge, as to pilotage inwards, and in the port from which she clears out as to pilotage outwards; and in default of payment, such pilotage dues may be recovered in the same manner as penalties of the like amount may be recovered by virtue of this Act; but such recovery shall not take place until a previous demand thereof has been made in writing, and the dues so demanded have remained unpaid for seven days after the time of such demand being made.

Power for consignees to retain pilotage dues paid by them.

364. Every consignee and agent (not being the owner or master), hereby made liable for the payment of pilotage dues in respect of any ship, may, out of any monies in his hands received on account of such ship, or belonging to the owner thereof, retain the amount of all dues so paid by him, together with any reasonable expenses he may have incurred by reason of such payment or liability.

PORT OF SUNDERLAND—*continued.*

Offences of Pilots (General).

Penalties on qualified pilot.

365. If any qualified pilot commits any of the following offences, (that is to say);

Exercising certain trades;

(1.) Keeps himself, or is interested in keeping by any agent, servant, or other person, any public house or place of public entertainment, or sells or is interested in selling any wine, spirituous liquors, tobacco, or tea;

Offending against revenue;

(2.) Commits any fraud or other offence against the revenues of Customs or Excise, or the laws relating thereto;

Guilty of corrupt practices;

(3.) Is in any way, directly or indirectly, concerned in any corrupt practices relating to ships, their tackle, furniture, cargoes, crews, or passengers, or to persons in distress at sea or by shipwreck, or to their monies, goods, or chattles;

Lending license;

(4.) Lends his license;

Acting when suspended;

(5.) Acts as pilot whilst suspended;

Acting when drunk;

(6.) Acts as pilot when in a state of intoxication;

Unnecessarily causing expense;

(7.) Employs or causes to be employed on board any ship of which he has the charge, any boat, anchor, cable, or other store, matter, or thing beyond what is necessary for the service of such ship, with the intent to enhance the expenses of pilotage for his own gain, or for the gain of any other person;

Declining to go off;

(8.) Refuses or wilfully delays, when not prevented by illness or other reasonable cause, to take charge of any ship within the limits of his license upon the signal for a pilot being made by such ship, or upon being required to do so by the master, owner, agent, or consignee thereof, or by any officer of the pilotage authority, by whom such pilot is licensed, or by any principal officer of Customs;

Unnecessarily cutting cable;

(9.) Unnecessarily cuts or slips, or causes to be cut or slipped, any cable belonging to any ship;

Refusing to conduct ship into port;

(10.) Refuses, on the request of the master, to conduct the ship of which he has the charge, into any port or place into which he is qualified to conduct the same, except on reasonable ground of danger to the ship;

Quitting ship.

(11.) Quits the ship of which he has the charge, without the consent of the master, before the service for which he was hired has been performed;

he shall, for each such offence, in addition to any liability for damages at the suit of the person aggrieved, incur a penalty not exceeding 100 *l.*, and be liable to suspension or dismissal by the pilotage authority by whom he is licensed; and every person who procures, abets, or connives at the commission of any such offence shall likewise, in addition to any such liability for damages as aforesaid, incur a penalty not exceeding 100 *l.*, and if a qualified pilot, shall be liable to suspension or dismissal by the pilotage authority by whom he is licensed.

Penalty on pilot endangering ship, life, or limb.

366. If any pilot, when in charge of any ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship, or tending immediately to endanger the life or limb of any person on board such ship; or if any pilot, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb; the pilot so offending shall, for each such offence, be deemed guilty of a misdemeanor; and if a qualified pilot, also be liable to suspension and dismissal by the authority by which he is licensed.

Penalty on pilot in charge of a ship doing her wilful injury.

367. If any person, by wilful misrepresentation of circumstances upon which the safety of a ship may depend, obtains, or endeavours to obtain the charge of such ship, such person, and every other person procuring, abetting, or conniving at the commission of such offence shall, in addition to any liability for damages at the suit of the party aggrieved, incur a penalty not exceeding 100 *l.*; and if the offender is a qualified pilot, he shall also be liable to suspension or dismissal by the pilotage authority by which he is licensed.

PORT OF SUNDERLAND—*continued.*

NAMES of PILOTS.

Full Branch and Acting Order Pilots.

Richard Dobson	aged 71	George R. Dodds	aged 39
Thomas Hunter	70	Matthew Wake (1)	45
George Hopper (1)	67	Edward Henry	56
Francis Welsh	72	George Wilson	56
James Potts	63	James Dixon	65
Thomas Brown (1)	63	Thomas Potts (3)	45
Charles Donkin	67	William Brown (1)	43
William Alder, sen.	66	Shadforth Brown	44
William Pattison, sen.	60	Edward H. Scott	43
George Brown	68	John Henry	46
Michael Thurlbeck (1)	58	George Hunter	49
Thomas Wilson (1)	68	William Nell	54
Richard Taylor	63	William Henry	38
John Thurlbeck	58	George Dodds	50
R. Hut. Jobling	61	William Brown (2)	40
William Jones	67	Richard Gibbons	38
Henderson Brown	63	Edward Brown	40
John Metcalfe, sen.	60	Robert Noble	38
John Dodds	63	William Wilson (1)	38
Burton Brown	57	Edward Mordey	48
Thomas Welsh	51	Paul Wayman	38
Henry Rush, sen.	55	Thomas W. Wilson	40
Edward Brown (1)	60	William Davison (2)	42
Charles Alder, sen.	68	William Hopper	39
Michael Brass	53	Henry Brown	38
Joseph Henry	56	Edward Brown (5)	48
Thomas Donkin (1)	60	Charles Alder, jun.	50
Michael Thurlbeck (2)	52	James Morley	30
John Lindsay	61	William Brown (3)	34
George Thurlbeck	50	Thomas B. Pattison	34
James L. Atkinson	52	John Gills	35
William Jameson	70	William Rush	36
Thomas Rowell	59	George Gibbons, jun.	36
James Johnstone	69	William Alder, jun.	41
William Hall	64	Matthew Metcalfe (1)	33
Henry Kidney	67	William Brown (4)	34
Michael Thurlbeck (3)	51	George Thompson	47
John Hopper	49	John Shotton	42
Thomas Potts (1)	55	Henry Metcalfe	36
John Brown	49	Richard Donkin	36
Michael Hall	51	John Pattison	34
Robert Thurlbeck	51	Atcheson Scott	31
Matthew Rush	50	Featherstone Moore	31
John Scott	50	William Thurlbeck	36
Edward Morley	47	James Davison	36
Frank Taylor	56	John C. Scott	30
William Wake	49	Matthew Brown	33
William Scott	48	Matthew Donkin	31
William Potts	48	Matthew Metcalfe (2)	32
John Carter, sen.	49	James Elliott	38
George Gibbons, sen.	62	William Brown (5)	31
John Smith, sen.	55	Thomas Hopper	31
William Young	54	Robert Alder	35
John Jackson	56	James M'Intosh	37
Robert Parker	58	William Willing	38
Thomas Sutton, sen.	55	Thomas Donkin (3)	32
Henry Jones	50	Simon W. Dixon	38
Thomas Bamborough	56	George Lindsay	36
Thomas Wilson (2)	53	Thomas Wrightson	36
George Metcalfe	56	Harrison Thurlbeck	35
John Sanderson	56	William Ellimore	33
William Rowell	53	Robert Henry Thompson	35
William Welsh	51	Fairley Downs	25
Thomas Donkin (2)	56	William Patterson, jun.	27
Thomas Potts (2)	—	Thomas Sutton, jun.	30
Edward Brown (2)	44	John Welsh	35
Edward Brown (3)	50	William Watson, jun.	27
James Liddle	41	Thomas Brown, jun.	26
John Donkin	47	William Elliott	35
Robert Lindsay	40	John M. Wake	26

Limits of License :—Into and out of Sunderland.

PORT OF SUNDERLAND—*continued.*

Full Branch and Acting Order Pilots—continued.

Hutch. Jobling, jun.	aged 33	James Septimus Hopper	aged 25
Henry Rowell	26	William Dodds	25
John Carter, jun.	26	Anthony Harrison	30
Thomas Willing	33	Robert Brown	30
James Brown	27	Thomas Williamson	30
George Stafford	27	James Taylor	23
James Rush	24	Thomas B. Thurlbeck	23
William Wilson (2)	27	Thomas Donkin (4)	29
Parker Donkin	24		

Limits of License:—Into and out of Sunderland.

Acting Order Pilots Licensed to conduct Ships not exceeding 150 Tons Register.

Thomas Carter	aged 40	Robert Tindle Dodds	aged 23
John Metcalfe, jun.	35	Thomas Tindle Dodds	23
John Tindle Dodds	27	Matthew Wake, jun.	25
Joseph Lindsay	25	John Smith, jun.	26
Edward Allison	32	Henry Rush, jun.	25
John Jobling	24		

Limits of License:—Into and out of Sunderland.

Full Pilots	157
Acting Order Pilots	11
TOTAL	168

RATES of PILOTAGE.

The Pilotage is 1*s.* 3*d.* per foot into, and 1*s.* 3*d.* per foot out of this Port, from 1st April to 1st October; and from 1st October to 1st April, 1*s.* 6*d.* per foot each way.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
From Sea to Sunderland	–	nil	–	nil	–	nil	–	nil.

(2.)—OUTWARDS.

From Sunderland to Sea	41	30 14 9	15	15 4 3	–	nil	56	45 19 –

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE for the Year ending 29 June 1867.

Dr.	£. *s.* *d.*	*Cr.*	£. *s.* *d.*
To salary, pilot ruler and clerk, one year	200 – –	By balance	57 10 2
To office expenses	15 – 4	By renewal fees	350 17 6
To rent	15 11 –	By compensation money	742 13 9
To stationery, printing, and advertising	18 8 10	By contributions by shipowners of Sunderland	63 6 3
To returned licenses	2 12 6	By interest on bond	14 1 10
To compensation money	605 19 –		1,228 9 6
To pensions	26 2 –		
To donation to widow of James Brown	– 16 6		
To deposited with River Wear Commissioners on bond, at interest	400 – –	By balance	56 – 8
£.	1,284 10 4	£.	1,284 10 2

30 January 1868.

J. R. Hodge, Clerk.

PORT OF SWANSEA.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See pp. 106, 107. and 108 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 108 of Parl. Paper, No. 408 of 1867. Omit the names of John Withers and John Austin (3).

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.			(2.)—OUTWARDS.		
DISTANCE for which Piloted.	Number of Vessels.	Amount.	DISTANCE for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
From Sea to Swansea - -	3,891	3,924 13 3	From Swansea to Sea - -	3,826	2,134 11 9

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance in hand 31st December 1866 -	1,245 7 5	By amount paid to pilots - - - -	4,292 6 –
To amount of fees received from applicants for licenses and certificates - - - -	142 5 6	By amount paid for or in respect of pilot boats, hobblers, &c. - - - -	1,766 19 –
To amount received as contribution to superannuation fund - - - - - -	135 7 9		
To gross amount received for Inward pilotage -	3,924 13 3	By amount paid for pensions or superannuations - - - - - - - -	183 6 –
To gross amount received for Outward pilotage	2,134 11 9		
To amount received for interest on money invested - - - - - - - -	61 11 7	By balance carried to next account - -	1,401 6 3
£.	7,643 17 3	£.	7,643 17 3

31 March 1868.

Lewis Thomas, Clerk.

TYNE.

See Appendix.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of sect. 37

RECEIPT.

	£. s. d.	£. s. d.
Dividends:		
One year's dividend on 90,593 *l.* 12 *s.* 10 *d.* capital, New 3 per Cent. Annuities	- - -	2,717 16 2
Dues and Rates:		
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners	953 2 5	
Poundage on pilots' earnings collected at London and the Outports	3,240 19 11	
Dues on turns of pilotage paid by pilots at the Cinque Ports	942 – 6	
		5,136 2 10
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853	- - -	622 – –
Miscellaneous:		
Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London	116 11 8	
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges	433 12 8	
Balance of fees on choice letters	94 2 6	
Discount on stamps	2 9 –	
		646 15 10
TOTAL REVENUE £.		9,122 14 10
Deficiency, carried to next Account		216 1 7
TOTAL £.		9,338 16 5

Trinity House, London, E.C.,
18 June 1868.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1867.

of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.
Expenses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports - -	1,871 15 –	
Stationery, stamps, printing, law, and incidental expenses - - - - - -	275 14 6	2,147 9 6
Pensions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports (except the Cinque Ports) - - - - - - - - - - - - - - -	4,246 5 10	
To ditto at the Cinque Ports, including superannuation allowance to Mr. James Wood, formerly clerk in the pilotage station at Dover - - - - - -	1,494 15 8	
		5,741 1 6
Almshouse Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting twelve almshouses at Mile End - - - - - - - - - -	469 5 3	
Cost of repair and maintenance of said houses - - - - - - - - -	231 7 1	
		700 12 4
Pilot Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet - - - -		209 5 –
Payments to appointees of Cinque Ports pilots on their decease - - - - - - - - -		429 – –
TOTAL EXPENDITURE - - - - - - - - £.		9,227 8 4
Deficiency brought from last Account - - - -		111 8 1
TOTAL - - - £.		9,338 16 5

Rolin Allen, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LIST of the Acts or Authorities by which PILOTAGE JURISDICTION is exercised by the CORPORATION of TRINITY HOUSE of DEPTFORD STROND.

See p. 1 of Parl. Paper, No. 416 of 1864.

BYE-LAWS, REGULATIONS, &c.

See p. 2 of Parl. Paper, No. 408 of 1867.

LONDON DISTRICT.

NAMES and AGES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENSE.
Butchart, George	56	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.
Hindhaugh, William	64	
Irvine, James (1)	67	
Irvine, James (2)	54	
Lowery, Thomas	53	
Moore, William Coates	48	
Storey, John Ogilvie	49	
Strachan, Robert	65	
Blyth, George	54	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Brack, George	55	
Daines, William	46	
Glanfield, F. W.	54	
Johnson, John	46	
Jones, Thomas	56	
Leigh, Thomas	46	
Martin, Mark	46	
Martin, Thomas	40	
Paton, James	52	
Pidgeon, Edward W.	61	
Small, John	70	
Thompson, Charles	54	
Thompson, George James	64	
Wheeler, Richard	55	
Gray, James	54	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.
Boxer, Michael	66	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour.
Daff, John Thomas	46	
Davie, William	42	
Davison, John	58	
Garrick, Thomas	50	
Groves, Joseph T.	55	
Huntley, Charles	48	
Kendrick, G. E.	44	
Pentin, J. Dodds	55	
Smith, Joseph Alexander	67	
Speeding, William	49	
Stocks, Thomas	61	
Atkinson, Wm. Francis	62	From London Bridge down the River Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Bebrouth, John	51	
Bramston, James	48	
Grant, Andrew	50	
Mumford, Henry B.	59	
Spence, Wm. Alexander	51	
Spurgin, William	48	
Thomas, John	47	
Beech, Thomas C.	54	From London Bridge down the River Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour.
Cooper, Gerard	47	
Mather, Robert	47	
Maxwell, J. F.	50	
Minter, Thomas	56	
Mowbray, W. W.	53	
Pentin, P. M.	50	
Roxberry, Henry	46	
Smith, Alex. Joseph	66	
Smith, John George	55	
Banks, Thomas F. A.	45	From Gravesend down the River Thames, and North and South Channels, and round the Long Sand Head into the Downs, and into and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from Dungeness, through the South Channels, to Gravesend.
Barfield, W. J.	44	
Barton, W. R.	—	
Bennett, John	44	
Burton, Richard H.	32	
Clark, Edward O.	45	
Couch, Edward	41	
Daines, Oswald T.	41	
Dodds, W. B.	45	
Fairburn, J.	39	
Fiddemann, Henry	45	
Gray, David	43	
Gray, Joseph	39	
Harrison, William	43	
Lewis, W. J.	40	
Lowery, Alice *alias* Amos	42	
Lyle, Edmund	40	
Miller, William	43	
Robson, William	43	
Romley, R. S.	40	
Smith, Alfred	31	
Smith, W. J.	36	
Snelling, W.	41	
Tinn, John	34	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Busby, J. L.	30	From Gravesend down the River Thames and South Channels to Dungeness, and *vice versâ*; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour.
Couves, W. C.	—	
Crafter, C. O.	41	
Edgley, T.	—	
Farmer, George	60	
Geach, W. A.	—	
Gellard, Silvanus	—	
Oates, D. S.	—	
Ross, T. N.	—	
Taylor, E. J.	—	
Terry, W. H.	—	
Butler, M. J.	44	From Gravesend down the River Thames, and the North and South Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from the Downs westward as far as the Isle of Wight, and from the Isle of Wight to Gravesend.
Fisher, A. R.	—	
Forss, Henry	—	
Gillett, Francis	41	
Pashley, R. G.	34	
Stanley, Thomas	—	
Thomas, J. E.	45	
Tracey, Edward	44	
Wyatt, John	—	
Coates, R. F.	—	From Gravesend down the River Thames and the North Channel to Orfordness, and in and out of Harwich Harbour.
Voy, C. J.	—	
Bradley, J.	40	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
Bromley, John Thomas	49	
Brown, John	57	
Brownfield, Charles	36	
Brownfield, James	70	
Brownfield, James, jun.	43	
Busby, J. R.	39	
Chapman, Edward	46	
Constant, Amos	51	
Deane, James	73	
Deane, Francis	28	
Denton, John	51	
Elliott, George	61	
Ferguson, Charles T.	51	
Fothergill, W. T.	38	
Fothergill, J. H.	29	
Freeman, W.	53	
Gillett, Alfred	40	
Hallsey, Daniel	56	
Hallsey, George	35	
Hallsey, Thomas	47	
Haslip, James	35	
Hedley, John	54	
Henderson, J.	64	
Hobson, J. W.	58	
Houghton, E.	58	
Ives, T. C.	52	
Ives, W. H.	49	

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Jackson, D.	66	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
Jameson, Henry	54	
Kindred, James	47	
Larnder, G. R.	41	
Lukes, J. R.	33	
Lygo, Richard	48	
Martin, J. B.	43	
Martin, Joseph (1)	50	
Martin, Joseph (2)	41	
Mee, Alexander George	36	
Mee, Alfred T.	38	
Milton, P. J.	35	
Oates, R. J.	29	
Pascoe, W. W.	58	
Pattison, Frederick	46	
Peirce, F. W.	30	
Posgate, R. B.	54	
Pritchard, J.	35	
Ramshaw, G. P.	59	
Read, Arthur	34	
Read, J. J.	29	
Ross, Alexander D.	47	
Ross, Richard V.	53	
Roxberry, Thomas	55	
Sandford, William	49	
Spiers, S. J.	57	
Stibbs, E. J.	44	
Stratford, Charles	50	
Tadhunter, J. T.	39	
Tonge, G. W. B.	46	
Walden, Joseph	41	
Walker, J. C.	62	
Walker, J. C., jun.	—	
Warner, Charles	69	
Warner, John	44	
West, Thomas	58	
Williams, Edwin	52	
Williams, Henry	47	
Williams, T. J.	52	
Williams, W.	54	
Allen, Benjamin	49	From London Bridge down the River Thames to Gravesend, and back to London Bridge. (Licensed for home-trade passenger ships only.
Allen, Edward J.	34	
Allen, W. George	40	
Coe, William H.	64	
Doust, J. C.	62	
Evans, J. B.	—	
Evans, John	72	
Evans, William Edmund	43	
Ferguson, J. P.	57	
Hambleton, James	55	
M'Donald, Edward	62	
Petrie, George Alexander	44	
Raine, T. C.	—	
Smith, J. T.	64	
Stone, George	42	
Swettenham, George	45	
Voss, James	60	
Voss, J. E.	53	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Appleton, Edward	36	From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Apps, J. E.	41	
Apps, James R.	42	
Arnold, E. James	30	
Arnold, J. W.	38	
Arnold, R. J.	33	
Baker, John	53	
Barber, William	44	
Beck, W. A.	38	
Beer, B. M.	33	
Bell, G. W.	42	
Bell, W. T.	43	
Bingham, H. V.	39	
Bingham, J. H.	47	
Bingham, T. J.	45	
Blaxland, W. T.	43	
Blown, Thomas C.	60	
Bowles, W. J.	47	
Bristow, H. J. S.	50	
Burden, John	38	
Charrosin, W.	43	
Crowhurst, G. H.	37	
Dair, Thomas	64	
Dane, Samuel	54	
Decent, Peter	59	
Denne, S.	—	
Dixon, J. R.	35	
Elgar, W. Spratt	50	
Erridge, J. J.	40	
Finnis, J. S.	40	
Finnis, Robert	46	
Finnis, W. J.	36	
Foreman, Richard	41	
Foster, H.	41	
Fuller, William	65	
Gasson, H. W.	36	
Gasson, James	50	
Gillinan, C. B.	49	
Godden, J. A.	51	
Godden, T. G.	35	
Goldsack, D. M'Donald	45	
Gosley, J. M.	53	
Gravener, T. H.	57	
Harrison, W. C.	32	
Hart, John	41	
Hartley, J. H.	40	
Hayward, W.	58	
Hearn, W. R.	—	
Hinds, C. C.	50	
Hobday, S.	63	
Holmes, James	46	
Hookham, J. W. V.	27	
Hoult, Alfred	45	
Howgego, J.	36	
Hubbard, J. L.	55	
Jeffrey, T.	50	
Jones, J. C.	53	
Keys, D. P.	48	
Keys, S. H.	51	
Knocker, William	41	
Langford, Robert	43	
Larkins, J. A.	49	
Larkins, R.	46	
Larkins, S. N.	69	
Lucas, C. K.	54	
Mackie, J. S.	34	
Mackie, T. P.	51	
Mackie, W. B., jun.	36	
Mallett, J. C.	51	
Marsh, H. F.	33	
Marsh, R. U.	41	
Marsh, W. A. Y.	39	
Marshall, John	45	
Millen, H. E.	39	
Millen, J. B.	41	
Mills, B.	49	
Mongor, W.	42	
Moon, G. W.	41	
Moon, W.	—	
Moon, Richard	64	
Mowle, T. R.	59	
Mowll, Richard	76	
Mowll, R. (3)	53	
Myhill, V. C.	40	
Newton, James	51	
Norris, James	47	
Norris, Stephen	49	
Norris, T. D.	59	
Norris, T.	57	
Olifent, J. C.	40	
Ovenden, G. T.	40	
Peake, A. M.	50	
Pell, H. C.	52	
Phillpott, J. J.	31	
Popkiss, H. Paul	35	
Popkiss, H. Peter	44	
Popkiss, W.	59	
Pordige, R.	65	
Pordige, C.	32	
Pott, W. H.	34	
Pott, W. S.	61	
Pott, H. G.	—	
Ralph, George	47	
Ralph, Thomas	54	
Randall, J.	63	
Randall, J. S.	36	
Randall, W. H.	38	
Ransom, W.	41	
Reynolds, John	35	
Rouse, T. B.	—	
Sackett, B. W.	61	
Sclater, H. V.	50	
Smith, J. V. W.	39	
Spouse, William	43	
Stanton, W.	41	
Stanton, W. H.	63	
Thornton, William	44	
Trott, A.	50	
Usher, J. W.	55	
Warman, W. B.	52	
Warner, F.	36	
Waters, A. J.	47	
Watson, A.	48	
Wellard, M.	68	
Wellsted, W.	34	

From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
West, G. B.	44	From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the Westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Wrake, James H.	43	
Britten, D. B.	64	From Orfordness up the North Channel and the River Thames to London Bridge, and in and out of Harwich Harbour.
Wilson, W.	—	
Archer, H. G.	—	From Sizewell Bank up the North Channel and the River Thames to Gravesend, and in and out of Harwich Harbour.
Chatten, C. H.	36	
Elmy, George	30	
Fozzard, J.	—	
Pallant, S.	—	
Butcher, John	—	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
Chatten, W. J.	47	
Gibbs, J.	—	
Kersey, George	50	
Richardson, W.	56	
Catmore, J. C.	—	From Southwold or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
Hunt, George	41	
Keigwin, T. W.	—	
Lucock, James	—	
Reider, J.	—	
Boult, J. C.	57	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour.
Bowell, J.	60	
Devereux, Edward	63	
Disney, Henry B.	80	
Fleming, S.	65	
Hobson, Thomas	41	
Jenner, Charles	61	
Leggett, H.	41	
Leggitt, Thomas	47	

NAME.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Lindsey, Samuel	57	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour.
Lindsey, T.	61	
Littlewood, M. F.	62	
Reeder, William	64	
Rising, Thomas	61	
Rust, Burnham	36	
Rust, William	41	
Stanford, Joseph	46	
Tansley, J.	50	
Thompson, B., jun.	—	
Woods, William	65	
Aldrich, William, jun.	58	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.
Bokenham, John	56	
Bokenham, J. (2)	38	
Button, G.	40	
Boyce, F. C.	—	
Cable, W.	57	
Canham, J.	50	
Carter, D. D.	37	
Carter, H. D.	33	
Clodd, Edward	58	
Coleman, E. S.	37	
Fisher, A. K.	27	
Girling, W. A.	45	
Land, William	58	
M'Cowan, R. W.	48	
Magub, George	34	
May, J. C.	35	
May, W. D.	38	
Munnings, J.	32	
Reeve, Thomas	56	
Simpson, W.	60	
Skinner, R. J.	37	
Taylor, Edward	56	
Warnes, William	46	
Wayth, William E.	31	

RATES of PILOTAGE.

See p. 7 of Parl. Paper, No. 408 of 1867.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Not Towed by Steam. Amount. £. s. d.	Towed by Steam. No.	Towed by Steam. Amount. £. s. d.
From Sea, Downs, and Orfordness to Sheerness and Blackstakes	-	-	1	4 - 3
From Sea, Orfordness, Downs, and Hoseley Bay to Gravesend and Chatham.	2	14 3 -	1	10 18 3
From Harwich Harbour to Gravesend	-	-	-	-
From Ramsgate Harbour to Gravesend	-	-	-	-
From Nore to Gravesend	-	-	-	-
From Gravesend to Long Reach and Greenhithe	-	-	-	-
From Gravesend to Erith	-	-	-	-
From Gravesend to Blackwall and Woolwich	1	1 12 -	6	10 12 6
From Gravesend Reach to Moorings, London Docks, City Canal, St. Katherine's Docks, &c.	-	-	824	1,324 3 6
From Long Reach to Blackwall and Woolwich	-	-	-	-
From Long Reach to London	-	-	-	-
From Erith to London	-	-	-	-
From Blackwall to London	-	-	-	-
From Lemon or Dudgeon to Gravesend	-	-	-	-
From Smith's Knowl, Yarmouth, or Lowestoft to Gravesend	-	-	-	-
From Lowestoft to Sheerness	-	-	-	-
From Lowestoft to Nore	-	-	-	-
From Southwold to Nore	-	-	-	-
From Southwold to Sheerness	-	-	-	-
From Southwold to Holyhaven	-	-	-	-
From Southwold to Gravesend	-	-	-	-
From Dungeness to Sheerness and Blackstakes	-	-	-	-
From Dungeness to Downs	-	-	-	-
From Dungeness to Dover Harbour	2	5 10 -	-	-
From Dungeness to Gravesend	-	-	4	30 17 9
From Dover and Folkestone to Gravesend	-	-	2	9 15 9
From Dover and Folkestone to Sheerness	-	-	-	-
From Dover and Folkestone to Downs	-	-	1	3 17 6
From Sea to Ramsgate	-	-	-	-
From Sea to Nore	-	-	-	-
From Sea to Blackwall	-	-	-	-
From Sea, Downs, &c. to London	-	-	-	-
From Isle of Wight to London	-	-	-	-
From Lowestoft to Eastness	-	-	-	-
From Lowestoft to Woodbridge	-	-	-	-
From Southwold to Eastness	-	-	-	-
From Orfordness to Eastness	-	-	-	-
From Orfordness to Woodbridge	-	-	-	-
Lay Days, Docking, &c.	1	3 12 -	-	-
Distance Money	1	3 4 -	-	-

Shipping Money for putting Pilots on Board:

	Ships.	£. s. d.
British Coasters	6	13 - -
British Oversea	2,886	5,237 11 -
Foreign Vessels	2,297	3,667 10 -
	5,189	8,918 1 -

Shipping Money for putting Pilots on Board	—	—	—	—
TOTAL	—	28 1 -	—	1,394 5 6

VESSELS CHANGING AT GRAVESEND

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the Number of Vessels paying the same	5,047 5,402

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Into and Out of the Port of *London*, in 1867.

(1.)—INWARDS.

BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
2	11 10 6	4	22 5 5	11	74 7 6	4	40 5 9	22	152 9 5
108	743 12 5	236	1,908 8 5	524	4,748 8 9	316	2,309 4 3	1,187	9,734 15 1
–	– – –	–	– – –	2	12 17 –	2	11 19 9	4	24 16 9
–	– – –	1	11 15 11	–	– – –	–	– – –	1	11 15 11
1	1 10 –	1	7 1 9	2	3 3 –	1	2 17 –	5	14 11 9
3	2 19 –	4	16 10 9	1	2 9 –	2	6 12 4	10	28 11 1
3	4 12 6	–	– – –	1	1 7 6	–	– – –	4	6 – –
49	107 5 3	1,124	3,612 3 8	211	499 15 9	365	998 4 9	1,756	5,229 13 11
80	227 9 9	2,616	6,541 3 10	335	1,158 19 –	1,985	5,734 7 9	5,840	14,986 3 10
–	– – –	3	19 4 –	–	– – –	–	– – –	3	19 4 –
–	– – –	1	1 17 6	–	– – –	–	– – –	1	1 17 6
–	– – –	–	– – –	1	2 – 6	2	5 12 6	3	7 13 –
–	– – –	5	9 4 3	–	– – –	4	5 19 –	9	15 3 3
–	– – –	–	– – –	1	13 19 6	1	13 5 9	2	27 5 3
8	113 1 –	2	22 9 8	365	4,605 15 7	113	1,416 12 8	488	6,157 18 11
–	– – –	–	– – –	3	26 18 –	–	– – –	3	26 18 –
–	– – –	–	– – –	7	74 14 –	–	– – –	7	74 14 –
–	– – –	–	– – –	7	59 2 –	–	– – –	7	59 2 –
–	– – –	–	– – –	5	45 3 –	–	– – –	5	45 3 –
–	– – –	–	– – –	–	– – –	1	7 10 9	1	7 10 9
2	23 9 6	–	– – –	276	3,089 – 11	64	696 14 7	342	3,809 5 –
1	13 16 –	4	46 12 7	3	30 18 6	1	9 2 –	9	100 9 1
2	10 3 –	1	4 15 6	1	8 3 9	–	– – –	4	23 2 3
3	9 10 6	2	3 13 6	3	8 1 –	1	3 – –	11	29 15 –
224	2,005 8 11	1,875	20,217 4 –	85	825 1 –	489	5,366 8 7	2,677	28,445 – 3
53	437 12 4	170	1,571 3 8	28	234 13 1	93	910 5 3	346	3,163 10 1
–	– – –	–	– – –	–	– – –	1	9 2 3	1	9 2 3
1	1 5 –	–	– – –	–	– – –	–	– – –	2	5 2 6
1	1 17 6	–	– – –	1	4 5 –	–	– – –	2	6 2 6
–	– – –	1	9 11 –	8	51 4 9	–	– – –	9	60 15 9
–	– – –	3	49 7 6	–	– – –	–	– – –	3	49 7 6
7	74 – –	10	93 8 3	1	4 – –	10	56 2 –	28	227 10 3
–	– – –	2	30 1 2	–	– – –	–	– – –	2	30 1 2
–	– – –	–	– – –	5	31 13 –	–	– – –	5	31 13 –
–	– – –	–	– – –	1	2 11 –	–	– – –	1	2 11 –
–	– – –	–	– – –	12	56 19 –	–	– – –	12	56 19 –
–	– – –	–	– – –	5	14 17 –	–	– – –	5	14 17 –
–	– – –	–	– – –	1	1 4 –	–	– – –	1	1 4 –
8	8 7 6	12	20 17 –	3	3 17 –	34	57 13 –	58	94 6 6
2	12 4 –	6	33 13 –	9	78 18 –	3	12 – –	21	139 19 –
–	—	–	—	–	—	–	—	–	—
–	3,809 14 8	–	34,252 12 4	–	15,774 7 1	–	17,672 19 11	–	72,932 – 6

VESSELS CHANGING AT GRAVESEND.

AMOUNT. For Pilotage below Gravesend. £. s. d.	For Pilotage above Gravesend. £. s. d.	TOTAL. £. s. d.
51,374 7 3	– – – –	—
– – – –	16,855 1 4	

Corporation of Trinity House of Detford Strond—*continued.*

(2.)—OUTWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Not Towed by Steam. Amount. £. s. d.	Towed by Steam. No.	Towed by Steam. Amount. £. s. d.
From Gravesend to Sea, Orfordness, and Downs	6	36 9 2	12	76 10 10
From Gravesend to Dover	-	-	-	-
From Gravesend to Dungeness	-	-	-	-
From Gravesend to Beachy Head	-	-	-	-
From Gravesend to Isle of Wight	-	-	1	10 1 -
From Gravesend to Portland	-	-	-	-
From Gravesend to Start	-	-	-	-
From Gravesend to Plymouth	-	-	-	-
From Gravesend to Sheerness	-	-	-	-
From Cravesend to Nore	-	-	-	-
From Gravesend to Lowestoft	-	-	-	-
From Gravesend to Sunderland	-	-	-	-
From Greenhithe and Long Reach to Downs	-	-	-	-
From Greenhithe and Long Reach to Dover	-	-	-	-
From Erith to Downs	-	-	-	-
From Erith to Dover	-	-	-	-
From Blackwall and Woolwich to Sea, Orfordness, and Downs	1	10 12 11	5	35 3 1
From Blackwall to Dover	-	-	-	-
From Blackwall to Dungeness	-	-	-	-
From Blackwall to Newhaven	-	-	-	-
From Blackwall to Beachy Head	-	-	-	-
From Blackwall to Isle of Wight	-	-	1	24 - -
From Blackwall to Portsmouth	-	-	-	-
From Blackwall to Start	-	-	-	-
From Blackwall to Plymouth	-	-	-	-
From Blackwall to Falmouth	-	-	-	-
From Blackwall to Nore	-	-	-	-
From Blackwall to Lowestoft	-	-	-	-
From Blackwall to Yarmouth	-	-	-	-
From London Docks, City Canal, St. Katherine's Docks, &c. to Sea, Orfordness, &c.	-	-	3	20 5 10
From London to Dover	-	-	-	-
From London to Dungeness	-	-	-	-
From London to Hastings	-	-	-	-
From London to Isle of Wight	-	-	-	-
From London to Portland	-	-	-	-
From London to Start	-	-	-	-
From London to Nore	-	-	-	-
From Greenhithe and Long Reach to Gravesend	-	-	-	-
From Erith to Gravesend	-	-	-	-
From Blackwall to Greenhithe and Long Reach	-	-	-	-
From Blackwall to Gravesend	1	1 - -	11	18 5 3
From London to Gravesend	-	-	639	947 14 -
From London to Blackwall	-	-	-	-
From London to Erith	-	-	-	-
From London to Greenhithe and Long Reach	-	-	-	-
From Ramsgate to Downs	-	-	-	-
From Downs to Dungeness	-	-	-	-
From Downs to Isle of Wight	-	-	-	-
From Dover to Isle of Wight	-	-	-	-
From Dungeness to Isle of Wight	-	-	-	-
From Dover Harbour to Sea	-	-	-	-
Lay Days	-	-	-	-
Distance Money	-	-	-	-
Total	—	48 2 1	—	1,132 - -

Vessels Changing at Gravesend

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the Number of Vessels paying the same	2,289 2,104

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

BRITISH VESSELS. OVERSEA.				FOREIGN VESSELS.				TOTALS.	
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
162	1,182 4 7	303	2,468 8 7	1,003	6,786 10 6	516	3,179 8 9	2,002	13,729 12 5
1	6 18 –	15	140 17 –	4	32 3 6	16	114 17 5	36	294 15 11
–	– – –	2	32 12 1	2	18 17 –	1	7 13 6	5	59 2 7
–	– – –	–	– – –	–	– – –	1	22 6 5	1	22 6 5
3	62 8 –	28	635 18 9	7	184 8 3	10	272 6 3	49	1,165 2 3
–	– – –	–	– – –	1	26 15 –	–	– – –	1	26 15 –
–	– – –	–	– – –	1	51 14 6	1	25 7 9	2	77 2 3
–	– – –	1	47 7 10	–	– – –	1	23 3 6	2	70 11 4
–	– – –	1	17 11 –	–	– – –	–	– – –	1	17 11 –
–	– – –	–	– – –	2	8 11 –	1	2 1 3	3	10 12 3
–	– – –	1	12 15 2	–	– – –	–	– – –	1	12 15 2
–	– – –	1	24 8 8	–	– – –	–	– – –	1	24 8 8
–	– – –	9	73 5 –	1	7 3 –	2	12 10 9	12	92 18 9
–	– – –	1	8 5 9	–	– – –	–	– – –	1	8 5 9
–	– – –	1	7 8 7	16	116 6 –	4	28 19 –	21	152 13 7
1	7 18 –	–	– – –	–	– – –	–	– – –	1	7 18 –
–	– – –	528	5,852 11 7	1	6 19 –	36	340 9 7	571	6,245 16 2
–	– – –	14	243 5 8	1	8 15 6	18	293 7 7	33	545 8 9
–	– – –	3	45 12 10	–	– – –	–	– – –	3	45 12 10
–	– – –	1	30 12 7	–	– – –	–	– – –	1	30 12 7
–	– – –	1	17 4 5	–	– – –	–	– – –	1	17 4 5
1	35 12 4	145	3,581 9 7	–	– – –	5	108 7 8	152	3,749 9 7
–	– – –	2	77 7 7	–	– – –	–	– – –	2	77 7 7
–	– – –	33	1,191 11 3	–	– – –	1	6 14 10	34	1,198 6 1
–	– – –	3	114 10 9	–	– – –	–	– – –	3	114 10 9
–	– – –	2	54 3 6	–	– – –	–	– – –	2	54 3 6
–	– – –	–	– – –	–	– – –	1	3 7 4	1	3 7 4
–	– – –	1	14 10 5	–	– – –	–	– – –	1	14 10 5
–	– – –	1	14 17 –	–	– – –	–	– – –	1	14 17 –
11	95 16 7	486	4,357 13 10	21	196 9 6	223	1,905 13 10	744	6,575 19 7
–	– – –	5	59 15 11	–	– – –	3	31 4 9	8	91 – 8
–	– – –	1	9 1 –	–	– – –	1	17 3 –	2	26 4 –
–	– – –	1	19 18 –	–	– – –	–	– – –	1	19 18 –
–	– – –	31	759 5 10	–	– – –	29	935 19 11	60	1,695 5 9
–	– – –	1	28 10 1	–	– – –	–	– – –	1	28 10 1
–	– – –	3	97 18 9	–	– – –	–	– – –	3	97 18 9
–	– – –	1	5 8 –	1	5 10 –	–	– – –	2	10 18 –
–	– – –	2	9 4 6	5	5 9 –	7	16 13 4	14	31 6 10
1	1 10 –	–	– – –	173	288 – 6	3	4 8 9	177	293 19 3
–	– – –	3	4 5 2	–	– – –	2	1 8 11	5	5 14 1
8	19 9 9	241	736 – 7	46	86 7 3	138	262 – 3	445	1,123 3 1
5	15 1 6	617	1,402 4 4	132	369 17 –	962	2,027 17 9	2,355	4,762 14 7
–	– – –	2	3 16 6	–	– – –	–	– – –	2	3 16 6
–	– – –	1	1 2 6	–	– – –	3	3 5 3	4	4 7 9
–	– – –	3	11 3 –	1	1 – –	–	– – –	4	12 3 –
2	4 7 6	–	– – –	–	– – –	–	– – –	2	4 7 6
1	1 7 –	–	– – –	1	2 – –	–	– – –	2	3 7 –
1	11 4 –	–	– – –	1	14 4 –	1	4 3 –	3	29 11 –
–	– – –	–	– – –	1	8 1 –	1	6 12 6	2	14 13 6
–	– – –	–	– – –	1	10 4 –	–	– – –	1	10 4 –
–	– – –	–	– – –	–	– – –	1	3 – –	1	3 – –
–	– – –	–	– – –	–	– – –	1	1 1 –	1	1 1 –
–	– – –	2	8 4 6	2	18 11 3	11	69 9 6	15	96 5 3
–	1,443 17 3	–	22,220 8 1	–	8,253 16 9	–	9,731 3 4	–	42,829 7 6

VESSELS CHANGING AT GRAVESEND.

AMOUNT.		
For Pilotage above Gravesend.	For Pilotage below Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
5,218 4 6	– – – –	—
– – – –	15,510 15 3	

Note.—In this Return the number of vessels (both Inwards and Outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remark.—In the following classified returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

See p. 20 of Parl. Paper No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	45	21 15 6	1	5 5 -	1	2 - -	47	29 - 6

(2.)—OUTWARDS.

From Harbour to Sea - - -	89	46 10 -	-	- - -	1	- 17 -	90	47 7 -

BEAUMARIS.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (outside the Sound) to Beaumaris Bay, Conway, and Bangor.	2	1 15 -	35	22 13 11	11	38 14 -	11	28 13 -	2	2 12 6	61	94 8 5
From Sea (inside the Sound) to Beaumaris Bay, Conway, and Bangor.	1	- 18 -	-	- - -	3	7 4 -	-	- - -	-	- - -	4	8 2 -
From Port Dinorwic to Cadnant.	557	149 14 5	1	- 4 -	-	- - -	2	- 18 -	-	- - -	560	150 16 5
From Caernarvon to Cadnant.	1	- 8 -	6	1 16 -	-	- - -	-	- - -	-	- - -	7	2 4 -
TOTAL - - -	561	152 15 5	42	24 13 11	14	45 18 -	13	29 11 -	2	2 12 6	632	255 10 10

(2.)—OUTWARDS.

From Beaumaris Bay, Conway, and Bangor, to Sea.	3	2 12 -	30	14 2 -	4	15 12 -	10	9 18 3	1	- 14 -	48	42 18 3
From Cadnant to Port Dinorwic.	742	196 4 -	14	3 15 -	-	- - -	1	- 9 -	-	- - -	757	200 8 -
From Cadnant to Caernarvon	6	3 3 -	8	2 14 -	1	- 19 -	-	- - -	-	- - -	15	6 16 -
TOTAL - - -	751	201 19 -	52	20 11 -	5	16 11 -	11	10 7 3	1	- 14 -	820	250 2 3

BRIDGWATER.

NAMES of PILOTS.

See p. 21 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

Definition of Limits.—Within such parts of the Bristol Channel and adjacent Rivers and Creeks as lie on the South-east side of, and are comprised within, an imaginary straight line drawn from Anchor Head, in the county of Somerset, on the East, to Watchet, in the same county, on the West.

For Piloting Vessels from the extreme Limits of the Navigation, or from any point between such extreme Limits and the Outer Buoy of the Gore Sand, to the Town, or to any point between the Black Rock and the Town, the Vessel being safely moored; also, from the Town to the Limits of the Navigation, or to any point between the Outer Buoy of the Gore Sand and the said Limits, the following Rates, viz.:—

On Vessels—	s.	d.	
Not exceeding 60 tons register - - - -	12	-	per vessel.
Exceeding - 60 tons and not exceeding 80 tons -	1	3	per foot of the vessel's draught of water.
,, - 80 ,, ,, 100 ,, -	2	-	
,, - 100 ,, ,, 125 ,, -	3	-	
,, - 125 ,, ,, 150 ,, -	4	-	
,, - 150 ,, ,, 200 ,, -	5	-	
,, - 200 ,, ,, 250 ,, -	6	6	
,, - 250 tons - - - - - -	8	-	

For Piloting Vessels from the Outer Buoy of the Gore Sand, or from any point between such Buoy and Burnham Church, to the Town, or to any point between the Black Rock and the Town, the Vessel being safely moored; also, from the Town to the Outer Buoy of the Gore Sand, or to any point between Burnham Church and the said Buoy:

On Vessels—	s.	d.	
Not exceeding 60 tons register - - - -	9	-	per vessel.
Exceeding - 60 tons and not exceeding 80 tons -	1	-	per foot of the vessel's draught of water.
,, - 80 ,, ,, 100 ,, -	1	6	
,, - 100 ,, ,, 125 ,, -	2	-	
,, - 125 ,, ,, 150 ,, -	3	-	
,, - 150 ,, ,, 200 ,, -	4	-	
,, - 200 ,, ,, 250 ,, -	5	6	
,, - 250 tons - - - - - -	7	-	

For Piloting Vessels from Burnham Church, or from any point between Burnham Church and the Town, to the Town, or to any intermediate point, the Vessel being safely moored, and *vice versâ*:

On Vessels—	s.	d.	
Not exceeding 60 tons register - - - -	6	-	per vessel.
Exceeding - 60 tons and not exceeding 80 tons -	-	9	per foot of the vessel's draught of water.
,, - 80 ,, ,, 100 ,, -	1	-	
,, - 100 ,, ,, 125 ,, -	1	6	
,, - 125 ,, ,, 150 ,, -	2	-	
,, - 150 ,, ,, 200 ,, -	3	-	
,, - 200 ,, ,, 250 ,, -	4	6	
,, - 250 tons - - - - - -	6	-	

No vessel exceeding 60 tons register to pay for less than 10 feet.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels; provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

If a master choose to employ a pilot for a tide in the navigation, the pilot shall be entiled to receive for such service, 2*s.* 6*d.* for each tide.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Limits or Gore to Highbridge.	11	5 15 –	17	14 15 –	–	– – –	5	15 8 –	–	– – –	4	10 1 9	37	45 19 9
From Limits or Gore to Combwich.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 9 6	1	2 9 6
From Limits or Gore to Burnham.	–	– – –	2	3 – 9	–	– – –	2	4 19 –	–	– – –	–	– – –	4	7 19 9
From Limits or Gore to Dunball.	1	– 8 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 8 –
From Limits or Gore to Bridgwater.	19	10 17 4	38	21 16 3	1	1 11 –	9	17 9 4	2	– 18 –	9	11 7 1	78	63 19 –
From Burnham to Dunball.	78	21 19 6	13	3 6 4	–	– – –	–	– – –	–	– – –	–	– – –	91	25 5 10
From Burnham to Highbridge.	9	2 14 6	12	3 6 –	–	– – –	1	3 11 6	–	– – –	–	– – –	22	9 12 –
From Burnham to Bridgwater.	641	191 1 2½	515	121 2 11	–	– – –	1	– 19 6	–	– – –	1	– 4 10	1,158	313 8 5½
From Dunball to Bridgwater.	2	– 12 6	2	– 9 –	–	– – –	–	– – –	–	– – –	–	– – –	4	1 1 6
From Highbridge to Bridgwater.	9	4 3 6	6	3 – 3	–	– – –	5	14 5 6	–	– – –	6	12 19 6	26	34 8 9
From Burnham to Pawlett	2	– 12 –	2	– 9 –	–	– – –	–	– – –	–	– – –	–	– – –	4	1 1 –
From Sea to Bridgwater	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	3 3 4	1	3 3 4
TOTAL - - -	772	238 3 6½	607	171 5 6	1	1 11 –	23	56 12 10	2	– 18 –	22	40 6 –	1,427	508 16 10½

(2.)—OUTWARDS.

From Bridgwater to Pawlett.	6	1 15 –	2	– 9 –	–	– – –	–	– – –	–	– – –	–	– – –	8	2 4 –
From Bridgwater to Burnham.	122	36 19 11	283	74 14 –	–	– – –	–	– – –	–	– – –	2	1 3 7	407	112 17 6
From Bridgwater to Limits or Gore.	15	8 11 6	35	31 15 1	2	– 18 9	6	14 12 6	2	– 18 –	13	24 17 10	73	81 13 8
From Dunball to Burnham.	6	1 13 –	5	1 7 9	–	– – –	–	– – –	–	– – –	–	– – –	11	3 – 9
From Pawlett to Burnham.	13	3 18 6	8	2 1 7	–	– – –	–	– – –	–	– – –	–	– – –	21	6 – 1
From Highbridge to Burnham.	5	1 13 6	4	1 1 1	–	– – –	–	– – –	–	– – –	–	– – –	9	2 14 7
From Combwich to Limits	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 9 6	1	2 9 6
From Highbridge to Limits.	1	– 10 –	19	25 9 4	–	– – –	2	6 1 6	–	– – –	4	10 1 9	26	42 2 7
From Dunball to Limits	1	– 8 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 8 –
From Burnham to Limits	–	– – –	2	3 – 9	–	– – –	1	2 9 6	–	– – –	–	– – –	3	5 10 3
Transporting - -	1	– 6 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 6 6
TOTAL - - -	170	55 15 11	358	139 18 7	2	– 18 9	9	23 3 6	2	– 18 –	20	38 12 8	561	259 7 5

BRIDPORT.

NAMES of PILOTS.

See p. 14 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 13 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		BRITISH VESSELS. OVERSEA. Not Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	62	27 8 6	14	22 - -	6	8 15 9	82	58 4 3

(2.)—OUTWARDS.

From Harbour to Sea - -	74	26 9 -	2	2 12 6	4	2 16 9	80	31 18 3

CAERNARVON.

NAMES of PILOTS.

See p. 15 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 14 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		BRITISH VESSELS. COASTERS. Towed by Steam.		BRITISH VESSELS. OVERSEA. Not Towed by Steam.		BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Outer Buoy or Bar to Caernarvon.	48	30 8 -	6	2 8 9	4	6 - 6	4	6 7 6	- - nil - -	62	45 4 9
From Port Dinorwic to Outer Buoy or Bar.	27	27 19 -	-	- - -	-	- - -	-	- - -	- - nil - -	27	27 19 -
Lay Days, Tide Work, &c.	1	- 7 6	-	- - -	-	- - -	-	- - -	- - nil - -	1	- 7 6
TOTAL - - -	76	58 14 6	6	2 8 9	4	6 - 6	4	6 7 6	—	90	73 11 3

(2.)—OUTWARDS.

From Caernarvon to Bar or Outer Buoy.	173	127 5 -	6	3 3 -	6	4 13 -	3	3 4 9	- - nil - -	188	138 5 9
From Outer Buoy to Port Dinorwic.	40	28 9 -	-	- - -	-	- - -	-	- - -	- - nil - -	40	28 9 -
From Caernarvon to Port Dinorwic.	2	- 8 -	-	- - -	-	- - -	-	- - -	- - nil - -	2	- 8 -
TOTAL - - -	215	156 2 -	6	3 3 -	6	4 13 -	3	3 4 9	—	230	167 2 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CARLISLE.

NAMES of PILOTS.

See p. 16 of Parl. Paper, No. 433 of 1866.

RATES of PILOTAGE.

See p. 16 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Maryport to Silloth -	21	18 10 10	1	- 19 1	-	- -	-	- -	3	4 2 1	2	2 6 7	27	25 18 7
From Maryport to Annan -	6	8 18 6	-	- -	1	1 6 3	1	2 - 9	-	- -	1	- 19 -	9	13 4 6
TOTAL - - -	27	27 9 4	1	- 19 1	1	1 6 3	1	2 - 9	3	4 2 1	3	3 5 7	36	39 3 1

(2.)—OUTWARDS.

From Silloth to Maryport -	-	- -	1	- 18 2	-	- -	1	- 14 5	-	- -	-	- -	2	1 12 7

COLCHESTER.

NAMES of PILOTS.

See p. 17 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

See p. 17 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Pyefleet to Wivenhoe -	49	38 11 9	-	- - -	-	- -	8	9 16 6	57	48 8 3
From Pyefleet to Colchester -	4	4 7 -	-	- - -	-	- -	5	5 8 -	9	9 15 -
From Colne to Colchester -	2	2 14 -	-	- - -	2	2 18 -	7	14 - -	11	19 12 -
From Colne to Wivenhoe -	20	25 13 6	-	- - -	-	- -	2	3 10 -	22	29 3 6
From Wivenhoe to Colchester -	2	1 5 6	-	- - -	-	- -	-	- - -	2	1 5 6
From Wivenhoe to Eaglehurst -	1	1 2 6	-	- - -	-	- -	-	- - -	1	1 2 6
TOTAL - -	78	73 14 3	-	—	2	2 18 -	22	32 14 6	102	109 6 9

(2.)—OUTWARDS.

From Wivenhoe to Pyefleet -	45	33 - 6	1	- 16 6	-	- -	3	2 15 6	49	36 12 6
From Colchester to Pyefleet -	3	3 6 -	-	- - -	-	- -	3	3 6 -	6	6 12 -
From Wivenhoe to Eastness -	-	- - -	-	- - -	-	- -	1	2 - -	1	2 - -
From Colchester to Wivenhoe -	1	- 10 6	-	- - -	-	- -	-	- - -	1	- 10 6
From Wivenhoe to Colne -	8	6 - 9	-	- - -	-	- -	-	- - -	8	6 - 9
From Pyefleet to Eastness -	-	- - -	-	- - -	-	- -	1	3 10 -	1	3 10 -
From Wivenhoe to Gatt Road -	-	- - -	-	- - -	-	- -	2	4 - -	2	4 - -
From Wivenhoe to Sunk - -	-	- - -	-	- - -	-	- -	2	3 2 -	2	3 2 -
TOTAL - - -	57	42 17 9	1	- 16 6	-	—	12	18 13 6	70	62 7 9

COWES AND PORTSMOUTH DISTRICTS.

NAMES of PILOTS.

COWES.

See p. 25 of Parl. Paper, No. 408 of 1867.

PORTSMOUTH.

See p. 25 of Parl. Paper, No. 408 of 1867.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—*continued.*

RATES.

The Rates of Pilotage are the same as printed at p. 18 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS at the Ports of *Cowes* and *Portsmouth* in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Portsmouth Harbour	–	– –	24	70 4 –	6	19 17 3	10	26 14 3	28	127 8 6	2	3 4 6	70	247 8 6
From Sea to Spithead	–	– –	1	2 12 6	50	195 18 3	12	39 14 7	54	192 19 3	21	92 14 8	138	523 19 3
From Spithead to Portsmouth Harbour.	2	1 2 –	17	8 11 4	12	14 14 –	9	8 13 9	9	13 16 6	1	– 19 6	50	47 17 1
From Sea to Motherbank	–	– –	–	– –	12	39 15 10	3	8 18 6	49	155 7 11	14	60 3 9	78	264 6 –
From Sea to Cowes	–	– –	–	– –	11	49 10 3	1	3 – –	57	184 11 2	96	370 – 6	165	607 1 11
From Sea to Leap	1	2 12 6	2	4 10 –	14	55 9 6	82	325 19 6	13	32 17 6	4	20 11 9	116	442 – 9
From Sea to Stokes Bay	–	– –	–	– –	1	1 17 6	1	4 1 –	9	27 – –	4	19 2 8	15	52 1 2
From Sea to Calshot	–	– –	–	– –	–	– –	–	– –	6	20 5 –	2	9 11 3	8	29 16 3
From Sea to St. Helen's	–	– –	–	– –	2	3 3 –	–	– –	3	5 10 3	–	– –	5	8 13 3
From Sea to Brambles	–	– –	–	– –	–	– –	–	– –	–	– –	1	5 10 3	1	5 10 3
From Needles to Leap	–	– –	–	– –	–	– –	1	2 8 9	–	– –	–	– –	1	2 8 9
From Jack-in-the-Basket to Lymington.	22	25 5 –	–	– –	–	– –	–	– –	10	12 – –	–	– –	32	37 5 –
From Cowes Roads to Cowes Harbour.	–	– –	–	– –	1	– 18 –	–	– –	8	7 7 3	2	– 15 9	11	9 1 –
From Sea to Chichester and Langston Harbour.	117	120 17 –	–	– –	–	– –	–	– –	–	– –	–	– –	117	120 17 –
Transporting within Portsmouth Harbour.	1	– 10 6	–	– –	1	1 1 –	–	– –	9	6 15 6	–	– –	11	8 7 –
From Nab to Portsmouth	–	– –	–	– –	–	– –	1	7 15 5	–	– –	–	– –	1	7 15 5
From Nab to Spithead	–	– –	–	– –	1	2 12 –	–	– –	–	– –	–	– –	1	2 12 –
From Needles to Spithead	–	– –	–	– –	–	– –	–	– –	1	3 3 9	–	– –	1	3 3 9
From Sea to Lymington	–	– –	–	– –	–	– –	–	– –	2	5 3 1	–	– –	2	5 3 1
Lay Days, Tide Work, &c.	–	– –	1	1 1 –	4	2 17 –	–	– –	26	30 11 –	–	– –	31	34 9 –
Distance Money	–	– –	–	– –	5	49 2 6	43	169 9 9	11	32 3 –	–	– –	59	250 15 3
TOTAL	143	150 7 –	45	86 18 10	120	436 16 1	163	596 15 6	295	856 19 8	147	582 14 7	913	2,710 11 8

(2.)—OUTWARDS.

From Portsmouth to Sea	–	– –	15	43 19 9	9	31 10 –	14	49 2 3	37	138 13 3	4	16 16 9	79	280 2 –
From Spithead to Sea	–	– –	1	2 12 6	32	132 10 –	10	37 19 9	14	57 11 10	5	24 18 –	62	255 12 1
From Portsmouth Harbour to Spithead.	1	1 3 –	21	10 7 9	4	5 12 –	12	9 19 6	2	1 13 –	2	– 19 9	42	29 15 –
From Motherbank to Sea	–	– –	–	– –	10	33 14 –	–	– –	26	91 3 9	1	5 15 6	37	130 13 3
From Cowes Roads to Sea	–	– –	–	– –	9	44 10 –	1	3 – –	40	124 5 9	70	258 18 3	120	430 14 –
From Cowes Harbour to Cowes Roads.	–	– –	–	– –	2	13 18 –	–	– –	6	5 8 9	–	– –	8	19 6 9
From Chichester and Langston Harbour to Sea.	28	19 8 –	–	– –	–	– –	–	– –	–	– –	–	– –	28	19 8 –
From St. Helen's to Sea	–	– –	–	– –	1	1 10 –	–	– –	1	2 14 –	–	– –	2	4 4 –
From Yarmouth Roads to Sea	–	– –	–	– –	1	2 – –	1	– 9 9	–	– –	–	– –	2	2 9 9
From Lymington to Sea	–	– –	–	– –	–	– –	–	– –	1	1 8 1	–	– –	1	1 8 1
Distance Money	–	– –	–	– –	–	– –	–	– –	3	8 6 –	–	– –	3	8 6 –
TOTAL	29	20 11 –	37	57 – –	68	265 4 –	38	100 11 3	130	431 4 5	82	307 8 3	384	1,185 18 11

DARTMOUTH.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 408 of 1867. John Williams has resigned.

RATES.

The Rates of Pilotage are the same as printed at p. 21 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	43	50 18 3	7	9 8 11	46	70 17 9	21	39 16 8	29	66 11 6	17	38 2 4	163	275 15 5
From Sea to Torbay -	–	– –	–	– –	–	– –	–	– –	1	1 15 –	–	– –	1	1 15 –
From Sea to Torquay -	–	– –	–	– –	–	– –	–	– –	1	1 13 –	–	– –	1	1 13 –
Distance Money - -	1	1 10 –	–	– –	3	42 16 –	3	16 6 –	3	13 3 –	–	– –	10	73 15 –
TOTAL - - -	44	52 8 3	7	9 8 11	49	113 13 9	24	56 2 8	34	83 2 6	17	38 2 4	175	352 18 5

(2.)—OUTWARDS.

From Harbour to Sea -	11	9 – 10	4	3 6 9	24	26 – 6	25	25 11 6	10	13 11 1	13	16 17 4	87	94 8 –

EXETER.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 22 of Parl. Paper, No. 264 of 1863

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—EXETER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Axmouth -	17	13 13 6	–	- - -	–	- - -	–	- - -	1	1 10 -	–	- - -	18	15 3 6
From Sea to Bight at Exmouth.	201	324 1 5	43	88 7 6	35	94 1 7	23	81 2 11	29	71 10 5	20	74 2 3	351	733 6 1
From Bight at Exmouth to Turf.	84	46 18 9	59	37 16 5	29	15 1 11	24	14 18 4	7	3 12 8	18	11 4 8	221	129 12 9
From Bight at Exmouth to Topsham.	39	28 12 10	13	9 2 5	4	2 12 -	4	6 11 7	1	- 16 4	–	- - -	61	47 15 2
From Turf *viâ* Canal to Exeter.	–	- - -	–	- - -	3	1 11 6	–	- - -	4	2 2 -	–	- - -	7	3 13 6
From Sea to Turf - -	6	11 1 9	3	5 7 9	1	3 18 4	1	1 14 6	–	- - -	–	- - -	11	22 2 4
TOTAL - - -	347	424 8 3	118	140 14 1	72	117 5 4	52	104 7 4	42	79 11 5	38	85 6 11	669	951 13 4

(2.)—OUTWARDS.

From Topsham to Exmouth	33	24 1 8	7	5 10 11	7	5 10 8	1	1 12 4	3	2 19 7	1	- 14 10	52	40 10 -
From Turf to Exmouth -	139	78 14 2	48	27 16 5	3	1 7 -	2	1 2 9	7	4 2 6	2	- 15 3	201	113 18 1
From Bight at Exmouth to Sea.	36	20 15 6	5	4 15 5	25	23 13 1	10	13 - 1	26	26 19 4	14	20 3 7	116	109 7 -
From Turf to Sea - -	–	- - -	–	- - -	–	- - -	–	- - -	–	- - -	1	- 12 6	1	- 12 6
TOTAL - - -	208	123 11 4	60	38 2 9	35	30 10 9	13	15 15 2	36	34 1 5	18	22 6 2	370	264 7 7

FALMOUTH.

NAMES of PILOTS.

See p. 28 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 24 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FALMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.	OVERSEA.										
		Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.			
		No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.
From off the Lizard and parallel thereof to Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point.	nil	108	510 5 6	7	34 - 6		297	1,231 2 3	5	24 14 4	417	1,800 2 4
From Sea outside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.		914	2,145 4 5	45	89 1 5		1,247	3,029 17 6	30	69 17 -	2,236	5,334 - 4
From Sea inside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.		57	89 12 -	6	8 12 6		56	84 1 -	7	7 6 6	126	189 12 -
Transporting within the Harbour and Lay Days.		7	13 9 3	1	3 10 -		5	5 8 6	1	1 13 9	14	24 1 6
Distance Money		7	16 19 -	-	- -		8	15 - -	-	- -	15	31 19 -
TOTAL		1,093	2,775 10 2	59	135 4 5		1,613	4,365 9 3	43	193 11 4	2,808	7,379 15 2

(2.)—OUTWARDS.

From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point to Sea.	nil	316	709 15 -	519	994 16 10		464	980 12 -	634	1,218 11 2	1,933	3,903 15 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD-ON-WYRE.

NAMES of PILOTS.

See p. 23 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 25 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From First Distance off Rossall Point, in a line with Pile à Foudre, to Fleetwood Harbour.	–	– – –	–	– – –	4	4 14 6	3	10 15 10	4	15 – –	–	– – –	11	30 10 4
From Second and Third Distances (the Lighthouse) and one mile outside, to Fleetwood Harbour.	13	10 – 3	1	3 1 7	1	1 4 –	9	31 14 6	2	5 13 9	3	12 8 1	29	64 2 2
From Fourth Distance (inside the Lighthouse) to Fleetwood Harbour.	186	102 16 6	–	– – –	2	2 10 –	3	7 8 6	1	1 2 6	1	1 2 6	193	115 – –
Distance Money - -	–	– – –	–	– – –	3	6 6 –	3	9 10 –	4	10 3 –	1	2 2 –	11	28 1
TOTAL - - -	199	112 16 9	1	3 1 7	10	14 14 6	18	59 8 10	11	31 19 3	5	15 12 7	244	237 13 6

(2.)—OUTWARDS.

From Fleetwood Harbour to Sea.	47	22 10 –	–	– – –	4	4 6 –	13	18 3 4	3	4 15 3	9	10 11 6	76	60 6 1

FOWEY.

NAMES of PILOTS.

See p. 30 of Parl Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 26 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (outside the limits) to Harbours of Fowey, Mevagissey Pier, Charleston, and Looe.	1	1 18 6	–	– –	3	10 – –	–	– –	3	7 6 6	7	19 5 –
From Sea (within the limits) to Harbours of Fowey, Mevagissey Pier, Charleston, and Looe.	268	106 6 1	1	– 12 –	8	13 – 9	2	4 17 6	44	45 18 6	323	170 14 10
Transporting within the District and Lay Days.	2	1 1 –	–	– –	–	– –	–	– –	4	3 – –	6	4 1 –
Distance Money - - -	–	– –	–	– –	1	3 – –	–	– –	2	4 – –	3	7 – –
TOTAL - - -	271	109 5 7	1	– 12 –	12	26 – 9	2	4 17 6	53	60 5 –	339	201 – 10

(2.)—OUTWARDS.

From Harbours of Fowey, Mevagissey Pier, Charleston, and Looe, &c. (within the limits) to Sea.	187	69 13 8	–	– –	5	5 1 4	1	1 13 –	23	23 6 8	216	99 14 8
From Harbours of Fowey, Mevagissey Pier, Pentuan Basin, Charleston Basin, and Looe (outside the limits) to Sea.	–	– –	–	– –	–	– –	–	– –	6	8 1 10	6	8 1 10
TOTAL - - -	187	69 13 8	–	– –	5	5 1 4	1	1 13 –	29	31 8 6	222	107 16 6

HARWICH.

NAMES of PILOTS.

See p. 24 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Orfordness to Harwich.	–	– – –	–	– – –	7	25 4 –	5	14 16 6	23	74 11 –	4	12 12 –	39	127 3 6
From Rolling Grounds to Harwich.	5	7 7 –	2	3 13 6	–	– – –	–	– – –	8	12 1 6	–	– – –	15	23 2 –
From Wrabness to Mistley	187	88 8 10	–	– – –	3	1 19 9	–	– – –	5	2 13 –	1	– 7 6	196	93 9 1
From Wrabness to Manningtree.	8	4 11 9	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	8	4 11 9
From Lowestoft to Harwich	–	– – –	–	– – –	–	– – –	–	– – –	13	81 12 –	–	– – –	13	81 12 –
From Southwold to Harwich.	–	– – –	–	– – –	–	– – –	1	4 16 9	15	68 6 –	1	4 4 –	17	77 6 9
From Harwich to Mistley	5	2 9 –	–	– – –	–	– – –	–	– – –	2	2 15 –	2	1 18 7	9	7 2 7
From Harwich to Wrabness	–	– – –	–	– – –	–	– – –	–	– – –	1	– 15 –	1	1 6 3	2	2 1 3
TOTAL	205	102 16 7	2	3 13 6	10	27 3 9	6	19 13 3	67	242 13 6	9	20 8 4	299	416 8 11

(2.)—OUTWARDS.

From Manningtree to Wrabness.	5	2 4 3	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	5	2 4 3
From Mistley to Wrabness	179	85 16 10	–	– – –	3	1 19 9	–	– – –	3	– 19 7	1	– 7 6	186	89 3 8
From Mistley to Harwich	4	2 2 6	–	– – –	–	– – –	–	– – –	5	4 13 10	2	1 18 7	11	8 14 11
From Harwich to Rolling Grounds.	–	– – –	1	1 11 6	–	– – –	–	– – –	4	7 18 6	1	1 1 –	6	10 11 –
From Harwich to Sea	–	– – –	–	– – –	–	– – –	1	3 3 –	7	27 11 –	3	7 10 6	11	38 4 6
From Wrabness to Harwich	–	– – –	–	– – –	–	– – –	–	– – –	1	– 15 –	1	1 6 3	2	2 1 3
TOTAL	188	90 3 7	1	1 11 6	3	1 19 9	1	3 3 –	20	41 17 11	8	12 3 10	221	150 19 7

HOLYHEAD.

NAMES of PILOTS.

See p. 25 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 28 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Old Harbour	1	2 3 3	7	9 11 10	2	6 – 9	2	2 7 3	–	– – –	12	20 3 1
From Sea to New Harbour	4	7 7 –	30	53 6 9	26	62 4 9	19	28 15 6	7	11 6 4	86	163 – 4
Distance Money	–	– – –	–	– – –	–	– – –	1	3 3 –	–	– – –	1	3 3 –
TOTAL	5	9 10 3	37	62 18 7	28	68 5 6	22	34 5 9	7	11 6 4	99	186 6 5

(2.)—OUTWARDS.

From Old Harbour to Sea	1	2 3 3½	5	6 19 4½	1	3 13 6	–	– – –	1	1 16 9	8	14 12 11
From New Harbour to Sea	3	5 15 6	28	49 18 9	21	47 4 3	12	19 13 3	4	7 13 10	68	130 5 7
From off Holyhead to Point Lynas	–	– – –	–	– – –	1	3 3 –	2	7 7 –	–	– – –	3	10 10 –
TOTAL	4	7 18 9½	33	56 18 1½	23	54 – 9	14	27 – 3	5	9 10 7	79	155 8 6

IPSWICH.

NAMES of PILOTS.

See p. 26 of Parl. Paper, No. 416 of 1864. Omit the name of Geo. Beaumont, and add that of John Hadgraft

RATES.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Downham Reach.	91	39 17 8	1	– 5 5	33	17 4 –	16	8 12 10	79	38 3 1	32	15 – 5	252	119 3 5
From Levington Creek to Downham Reach.	84	23 13 6	4	2 13 8	5	1 15 3	2	– 10 3	7	1 7 –	3	1 4 11	105	31 4 7
From Downham Reach to Ipswich.	457	227 3 8	292	146 16 6	31	16 16 9	38	20 2 11	45	24 7 6	65	33 – 8	928	468 8 –
From Levington Creek to Ipswich.	2	1 – 6	2	1 17 4	–	– – –	–	– – –	–	– – –	3	2 19 6	7	5 17 4
From Harwich to Ipswich	1	– 13 6	–	– – –	2	1 4 –	2	1 15 9	2	1 14 10	1	1 1 11	8	6 10 –
TOTAL	635	292 8 10	299	151 12 11	71	37 – –	58	31 1 9	133	65 12 5	104	53 7 5	1,300	631 3 4

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	326	144 18 –	75	34 4 3	8	4 11 4	7	2 16 7	12	5 6 7	7	3 4 8	435	195 1 5
From Ipswich to Levington Creek.	40	29 7 6	45	28 13 –	7	6 – 4	3	2 7 7	–	– – –	1	– 13 10	96	67 2 3
From Ipswich to Harwich	70	72 16 11	33	30 2 3	14	13 3 10	5	4 12 8	58	51 7 7	40	30 4 8	220	202 7 11
From Downham Reach to Harwich.	–	– – –	–	– – –	–	– – –	–	– – –	1	– 13 –	–	– – –	1	– 13 –
TOTAL	436	247 2 5	153	92 19 6	29	23 15 6	15	9 16 10	71	57 7 2	48	34 3 2	752	465 4 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LOWESTOFT.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 416 of 1864. Omitting the names of John Butcher and John Golder, who have ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads - -	–	– – –	–	– – –	9	28 5 –	1	2 4 –	23	68 6 6	1	3 – –	34	101 15 6
From Roads to Harbour -	20	13 12 7	92	74 2 –	2	1 13 9	46	37 5 –	11	6 7 6	28	22 16 10	199	155 17 8
Lay Days, Tide Work, &c.	–	– – –	–	– – –	–	– – –	–	– – –	2	1 14 –	–	– – –	2	1 14 –
Distance Money - -	–	– – –	–	– – –	1	8 8 –	–	– – –	3	8 3 –	–	– – –	4	16 11 –
TOTAL - - -	20	13 12 7	92	74 2 –	12	38 6 9	47	39 9 –	39	84 11 –	29	25 16 10	239	275 18 2

(2.)—OUTWARDS.

From Harbour to Roads -	5	3 4 6	72	53 17 –	5	4 7 9	21	19 18 –	12	8 8 –	29	22 5 2	144	111 15 5
From Roads to Sea - -	2	3 10 –	1	1 7 6	10	16 3 9	1	1 13 9	22	33 15 9	–	– – –	36	56 10 9
TOTAL - - -	7	6 14 6	73	55 4 6	15	20 11 6	22	21 6 9	34	42 3 9	29	22 5 2	180	168 6 2

MALDON.

NAMES of PILOTS.

See p. 34 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stangate to Maldon	218	132 19 7	2	1 3 9	9	6 9 –	229	140 12 4
From Eastness to Maldon	–	– – –	–	– – –	1	– 19 3	1	– 19 3
TOTAL	218	132 19 7	2	1 3 9	10	7 8 3	230	141 11 7

(2.)—OUTWARDS.

From Maldon to Stangate	232	108 3 7	1	– 7 6	3	1 10 3	236	110 1 4
From Stangate to Sea	–	– – –	–	– – –	1	3 15 –	1	3 15 –
From Maldon to Sea	–	– – –	–	– – –	1	3 18 9	1	3 18 9
From Maldon to Eastness	–	– – –	–	– – –	1	1 4 9	1	1 4 9
TOTAL	232	108 3 7	1	– 7 6	6	10 8 9	239	118 19 10

MILFORD.

NAMES of PILOTS.

See p. 35 of Parl. Paper, No. 408 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Milford Harbour, below a line from Newton Noyse Point to Martin's Haven.	–	– – –	–	– – –	13	36 – –	3	4 18 4	9	23 18 6	1	2 3 –	26	66 19 10
From Sea to Milford Haven, above the said line.	–	– – –	3	2 19 –	1	4 16 –	–	– – –	2	2 12 6	–	– – –	6	10 7 6
From Sea to Pembroke Dock	–	– – –	3	4 14 9	5	20 3 –	1	3 16 –	3	6 6 6	–	– – –	12	35 – 3
TOTAL	–	– – –	6	7 13 9	19	60 19 –	4	8 14 4	14	32 17 6	1	2 3 –	44	112 7 7

(2.)—OUTWARDS.

From Milford Harbour, above a line drawn from Newton Noyse Point to Martin's Haven, to Sea.	–	– – –	2	2 3 6	5	13 9 –	–	– – –	–	– – –	–	– – –	7	15 12 6
From Milford Harbour, below the said line, to Sea.	1	– 16 –	5	9 16 6	14	24 19 6	3	8 18 –	5	12 – 6	–	– – –	28	56 10 6
From Pembroke Dock to Sea	2	6 4 6	4	9 14 10	2	7 10 6	–	– – –	–	– – –	–	– – –	8	23 9 10
TOTAL	3	7 – 6	11	21 14 10	21	45 19 –	3	8 18 –	5	12 – 6	–	– – –	43	95 12 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 408 of 1867. Add the names of Henry Gerrol, aged 32; David Reynolds, aged 30; Lewis Williams, aged 27; and W. S. Perrott, aged 28. Omit the names of William Phillips, Lewis Reynolds, Thomas Griffiths, and James Vaughan.

Limits:—From the outside of Neath Bar into the Port and Harbour of Neath, and *vice versâ.*

RATES of PILOTAGE.

	FIRST STATION. From outside of Neath Bar to the Layer, and to any distance between the Layer and Southern end of Abbey Estate, and *vice versâ.*	SECOND STATION. From outside of Neath Bar to any distance lying between the inner termination of the First Station and the Abbey Pill, and *vice versâ.*	THIRD STATION. From outside of Neath Bar to any distance lying between the Abbey Pill and Neath Bridge, and *vice versâ.*
	s. *d.*	*s.* *d.*	*s.* *d.*
For the Pilotage of any Vessel: Under 80 tons register	1 3 per foot of the vessel's draught of water	1 4 per foot of the vessel's draught of water	1 6 per foot of the vessel's draught of water.
80 and under 100 tons register	1 8 „ „	1 9 „ „	2 – „ „
100 „ 125 „	1 10 „ „	2 – „ „	2 3 „ „
125 „ 150 „	2 – „ „	2 3 „ „	2 6 „ „
150 „ 175 „	2 3 „ „	2 6 „ „	3 – „ „
175 „ 200 „	2 6 „ „	2 9 „ „	3 3 „ „
200 „ 225 „	2 9 „ „	3 – „ „	3 6 „ „
225 „ 250 „	3 – „ „	3 3 „ „	4 – „ „
250 „ 300 „	3 3 „ „	3 6 „ „	4 3 „ „
300 „ 350 „	3 6 „ „	4 – „ „	5 – „ „
350 tons register and upwards	4 – „ „	4 3 „ „	5 6 „ „

N.B.—No vessel to pay for less than seven feet.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels; provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

For conducting Vessels from one Station to another Station within the Port:—

	s. *d.*
Vessels under 100 tons	3 –
„ over 100 tons and under 150	4 –
„ „ 150 tons „ 200	5 –
„ „ 250 tons and upwards	8 –

To or from the Mumbles when specially retained:

Vessels under 250 tons	4 –	extra.
„ over 250 tons	7 –	„

Pilot boats and hobblers' fees, 5*s.*, which is included in the rates.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
From Sea or Outer Buoy to First Station.	127	59 7 6	1,351	644 14 6	3	5 11 –	7	3 11 6	45	18 18 6	1,533	732 3 –
From Sea or Outer Buoy to Second Station.	18	9 15 11	167	86 17 6	1	– 10 6	–	– – –	11	5 18 3	197	103 2 2
From Sea or Outer Buoy to Third Station.	–	– – –	26	18 14 9	–	– – –	–	– – –	2	1 7 –	28	20 1 9
TOTAL	145	69 3 5	1,544	750 6 9	4	6 1 6	7	3 11 6	58	26 3 9	1,758	855 6 11

(2.)—OUTWARDS.

From First Station to Sea or Outer Buoy.	109	56 1 4	1,364	756 19 11	–	– – –	3	3 17 6	46	22 9 5	1,522	839 8 2
From Second Station to Sea or Outer Buoy.	11	7 5 6	172	108 5 10	1	– 18 5	–	– – –	10	6 2 5	194	122 12 2
From Third Station to Sea or Outer Buoy.	1	– 10 –	31	17 12 11	–	– – –	–	– – –	2	1 5 –	34	19 7 11
TOTAL	121	63 16 10	1,567	882 18 8	1	– 18 5	3	3 17 6	58	29 16 10	1,750	981 8 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEWHAVEN.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 408 of 1867. Add the name of William Howell, aged 36; and omit the name of Charles Terry.

RATES.

The Rates of Pilotage are the same as printed at p. 35 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Newhaven.	114	122 12 7	234	258 8 4	2	1 11 6	2	– 19 10	14	14 6 6	2	2 8 9	368	400 7 6
(2.)—OUTWARDS.														
From Harbour of Newhaven to Sea.	131	65 19 1	214	91 15 8	2	1 8 –	–	– – –	13	7 18 6	2	1 3 5	362	168 4 8

PADSTOW.

NAMES of PILOTS.

See p. 30 of Parl. Paper, No. 433 of 1866. Add the name of T. H. N. Edyonne, aged 26; and omit the names of Andrew Truscott, and Matthew Ryley.

RATES.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow.	379	156 5 8	1	– 7 6	6	11 1 5	1	– 12 4	8	13 14 6	395	182 1 5
(2.)—OUTWARDS.												
From Padstow to Stepper Point.	109	23 6 4	–	– – –	3	8 8 –	1	– 5 6	6	8 10 10	119	40 10 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

See p. 31 of Parl. Paper, No. 433 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roadsteads and Piers in Mount's Bay.	48	24 12 –	69	28 11 –	31	37 13 –	16	17 – 11	36	41 16 –	–	- -	200	149 12 11
From Roadsteads to either of the Piers in Mount's Bay.	–	- -	–	- -	2	4 10 –	3	4 16 9	11	16 9 –	–	- -	16	25 15 9
Distance Money - - -	6	2 6 –	–	- -	18	13 9 –	6	3 12 6	27	19 3 6	1	– 10 –	58	39 1 –
TOTAL - - -	54	26 18 –	69	28 11 –	51	55 12 –	25	25 10 2	74	77 8 6	1	– 10 –	274	214 9 8

(2.)—OUTWARDS.

From Roadsteads or Piers in Mount's Bay to Sea.	8	3 15 –	55	22 18 –	14	13 3 6	–	- -	11	14 10 6	13	9 17 –	101	64 4 –
Distance Money - - -	–	- -	–	- -	1	– 10 –	2	1 – –	1	– 10 –	–	- -	4	2 – –
TOTAL - - -	8	3 15 –	55	22 18 –	15	13 13 6	2	1 – –	12	15 – 6	13	9 17 –	105	66 4 –

PLYMOUTH.

NAMES of PILOTS.

See p. 38 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 38 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PLYMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound - -	1	2 2 -	-	- - -	201	437 6 -	30	59 6 6	131	257 12 -	7	15 8 6	370	771 15 -
From Sea to Catwater -	-	- -	-	- - -	21	59 19 -	1	3 15 -	26	58 12 -	-	- -	48	122 6 -
From Sea to Sutton Pool -	1	3 10 -	-	- - -	10	21 11 6	1	1 19 -	6	12 11 -	-	- -	18	39 11 6
From Sea to Mill Bay -	-	- -	6	12 1 6	4	13 2 -	29	77 1 7	11	27 10 6	11	26 17 -	61	156 12 7
From Sea to Stonehouse Pool.	1	2 8 -	-	- - -	4	9 12 -	2	7 10 -	4	14 2 -	-	- -	11	33 12 -
From Sea to Hamoaze -	-	- -	-	- - -	3	5 9 -	-	- -	1	3 15 -	-	- -	4	9 4 -
From Sound to Catwater -	-	- -	-	- - -	5	13 14 -	6	11 9 3	10	17 5 10	3	7 6 10	24	49 15 11
From Sound to Sutton Pool	-	- -	-	- - -	7	9 16 3	2	2 4 3	10	14 9 -	-	- -	19	26 9 6
From Sound to Mill Bay -	-	- -	-	- - -	3	7 16 -	14	20 9 6	13	28 8 10	13	24 6 6	43	81 - 10
From Sound to Stonehouse Pool.	-	- -	-	- - -	1	2 16 -	5	12 7 9	1	2 2 -	2	4 9 2	9	21 14 11
From Sound to Hamoaze -	-	- -	-	- - -	-	- -	-	- -	1	3 15 -	-	- -	1	3 15 -
From Sea to Plymouth Pool.	-	- -	-	- - -	1	1 16 -	-	- -	1	3 10 -	-	- -	2	5 6 -
Transporting within the Harbour.	1	1 2 6	-	- - -	3	6 14 6	5	8 18 5	4	7 10 -	-	- -	13	24 5 5
Distance Money - -	-	- -	-	- - -	6	10 18 6	6	9 17 8	19	28 10 1	2	4 13 -	33	53 19 3
TOTAL - - -	4	9 2 6	6	12 1 6	269	600 10 9	101	214 18 11	238	479 13 3	38	83 1 -	656	1,399 7 11

(2.)—OUTWARDS.

From Sound to Sea - -	2	4 - 6	-	- - -	137	312 4 6	38	74 8 5	75	153 4 -	5	10 - 4	257	553 17 9
From Catwater to Sea -	-	- -	-	- - -	12	33 5 -	4	8 7 3	7	17 17 -	4	12 5 3	27	71 14 6
From Sutton Pool to Sea -	-	- -	-	- - -	4	7 10 6	-	- -	2	3 8 -	1	1 10 -	7	12 8 6
From Mill Bay to Sea -	-	- -	42	63 9 11	-	- -	29	79 19 4	3	6 - 6	18	40 17 1	92	190 6 10
From Stonehouse Pool to Sea.	-	- -	1	1 19 -	-	- -	2	4 9 -	3	4 14 -	2	3 9 -	8	14 11 -
From Hamoaze to Sea -	-	- -	-	- - -	1	1 13 -	-	- -	1	2 - -	1	1 13 -	3	5 6 -
From Catwater to Sound -	-	- -	-	- - -	-	- -	6	11 13 4	1	1 13 6	-	- -	7	13 6 10
From Mill Bay to Sound -	-	- -	-	- - -	-	- -	2	2 7 -	1	2 12 -	-	- -	3	4 19 -
From Stonehouse Pool to Sound.	-	- -	1	1 5 3	-	- -	-	- -	-	- -	-	- -	1	1 5 3
Lay Days - - -	-	- -	-	- - -	-	- -	1	5 5 -	-	- -	-	- -	1	5 5 -
Distance Money - -	-	- -	-	- - -	-	- -	1	1 12 -	6	11 2 3	-	- -	7	12 14 3
TOTAL - - -	2	4 - 6	44	66 14 2	154	354 13 -	83	188 1 4	99	202 11 3	31	69 14 8	413	885 14 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

POOLE.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (between St. Alban's and Christchurch Heads) to Poole.	–	– – –	–	– – –	1	2 – –	–	– – –	5	10 – –	–	– – –	6	12 – –
From Sea to Studland Bay	2	1 8 8	–	– – –	1	1 16 6	–	– – –	–	– – –	3	5 7 –	6	8 12 2
From Studland Bay or Bar to Poole.	240	221 14 3	64	57 2 8	29	32 9 6	14	20 3 1	19	25 8 9	24	34 17 –	390	391 15 3
Lay Days, Tide Work, and Shifting Berth.	4	2 12 –	–	– – –	–	– – –	1	3 – –	–	– – –	–	– – –	5	5 12 –
TOTAL - - -	246	225 14 11	64	57 2 8	31	36 6 –	15	23 3 1	24	35 8 9	27	40 4 –	407	417 19 5

(2.)—OUTWARDS.

From Poole to Bar and Studland Bay.	199	180 6 6	62	51 17 –	17	21 1 –	9	12 8 10	14	15 12 –	16	18 – 1	317	299 5 5

PORTMADOC.

NAMES of PILOTS.

See p. 33 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Portmadoc.	150	47 7 3	461	196 4 –	2	1 2 3	127	89 15 7	2	1 3 4	742	335 12 5

(2.)—OUTWARDS.

From Harbour of Portmadoc to Sea.	140	42 10 8	454	188 11 9	2	1 2 3	123	84 19 2	2	1 3 4	721	318 7 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ROCHESTER.

NAMES of PILOTS.

See p. 40 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Nore to Sheerness -	1	2 - -	-	- - -	-	- - -	2	9 6 -	1	2 4 6	4	13 10 6
From the Nore to Chatham and Rochester.	-	- - -	-	- - -	-	- - -	13	50 7 6	4	15 1 2	17	65 8 8
From Sheerness to Chatham and Rochester.	-	- - -	5	10 11 -	4	13 5 7	47	116 7 6	12	38 17 4	68	179 1 5
TOTAL - - -	1	2 - -	5	10 11 -	4	13 5 7	62	176 1 -	17	56 3 -	89	258 - 7
(2.)—OUTWARDS.												
From Rochester and Chatham to Sea	-	- - -	1	6 2 -	1	8 11 2	30	190 9 6	-	- - -	32	205 2 8
From Sheerness to Sea - -	-	- - -	-	- - -	-	- - -	4	25 16 -	1	6 4 6	5	32 - 6
From Sheerness to Gravesend -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 17 6	1	1 17 6
From Chatham to Sheerness -	-	- - -	-	- - -	-	- - -	9	17 2 -	-	- - -	9	17 2 -
From Chatham to the Nore -	-	- - -	1	2 12 -	-	- - -	7	18 - -	-	- - -	8	20 12 -
From the Nore to Sea - -	-	- - -	-	- - -	-	- - -	-	- - -	1	5 19 -	1	5 19 -
From Sheerness to Dover - -	-	- - -	-	- - -	-	- - -	2	25 10 -	-	- - -	2	25 10 -
From Long Reach to Chatham -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 9 6	1	1 9 6
TOTAL - - -	-	—	2	8 14 -	1	8 11 2	52	276 17 6	4	15 10 6	59	309 13 2

RYE.

NAMES of PILOTS.

See p. 35 of Parl. Paper, No. 433 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Pier - -	10	9 7 11	24	28 - 3	5	4 11 8	4	5 5 9	2	2 12 -	5	6 17 4	50	56 14 11
From Sea to Town - -	3	2 1 6	7	8 4 3	3	2 11 9	2	1 4 7	4	4 3 2	1	- 12 6	20	18 17 9
TOTAL - - -	13	11 9 5	31	36 4 6	8	7 3 5	6	6 10 4	6	6 15 2	6	7 9 10	70	75 12 8
(2.)—OUTWARDS.														
From Town to Sea - -	4	2 19 -	9	8 7 9	2	1 5 6	1	- 14 -	3	2 8 4	6	4 2 6	25	19 17 1
From Pier to Sea - -	20	17 15 5	8	5 6 10	2	2 16 7	5	3 13 6	3	1 15 -	4	4 1 6	42	35 8 10
TOTAL - - -	24	20 14 5	17	13 14 7	4	4 2 1	6	4 7 6	6	4 3 4	10	8 4 -	67	55 5 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SCILLY.

NAMES of PILOTS.

See p. 41 of Parl. Paper, No. 408 of 1867. Add the name of James Nance, aged 34; and omit the name of W. H. Woodcock.

RATES.

The Rates of Pilotage are the same as printed at p. 42 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Scilly	42	40 13 –	1	– 12 –	61	179 11 9	7	28 19 9	57	141 5 3	4	6 1 4	172	397 3 1
Distance Money	–	– – –	–	– – –	3	22 – –	–	– – –	4	31 – –	–	– – –	7	53 – –
TOTAL	42	40 13 –	1	– 12 –	64	201 11 9	7	28 19 9	61	172 5 3	4	6 1 4	179	450 3 1

(2.)—OUTWARDS.

From Scilly to Sea	39	36 7 4	1	– 12 –	61	166 16 5	7	28 19 9	57	140 13 7	3	4 6 9	168	377 15 10
Distance Money	–	– – –	–	– – –	6	48 – –	–	– – –	1	8 – –	–	– – –	7	56 – –
TOTAL	39	36 7 4	1	– 12 –	67	214 16 5	7	28 19 9	58	148 13 7	3	4 6 9	175	433 15 10

SHOREHAM.

NAMES of PILOTS.

See p. 41 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 43, of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	6	4 2 9	363	454 19 –	2	1 12 4	29	26 1 11	115	101 3 4	515	587 19 4

(2.)—OUTWARDS.

From Harbour of Shoreham to Sea.	1	– 7 10	359	161 15 –	–	– – –	32	14 8 –	118	53 9 7	510	230 – 5
Distance Money (Selsea District)	7	7 7 6	–	– – –	–	– – –	–	– – –	3	9 5 –	10	16 12 6
TOTAL	8	7 15 4	359	161 15 –	–	– – –	32	14 8 –	121	62 14 7	520	246 12 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SOUTHAMPTON.

NAMES of PILOTS.

See p. 42 of Parl. Paper, No. 408 of 1867. Add the names of Thomas Turnbull, aged 37; Richard Bowyer, aged 36. Second Class: W. C. Bowyer, aged 21; Edward J. Seymour, aged 23. Omit the names of J. Ockelford and Jas. Lebburn.

RATES.

The Rates of Pilotage are the same as printed at p. 44 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Southampton	–	– – –	3	9 13 7	2	10 – 3	1	5 – –	4	16 13 –	16	22 16 4	16	64 3 2
From Spithead to Southampton	1	3 4 –	9	11 19 3	–	– – –	3	6 4 3	3	3 9 –	29	46 2 6	45	70 19 –
From Leap to Southampton	1	1 4 –	10	8 17 –	3	4 4 –	68	105 2 7	5	7 2 –	1	1 4 –	88	127 13 7
From Newton to Southampton	1	1 – –	13	18 15 –	–	– – –	–	– – –	–	– – –	–	– – –	14	19 15 –
From Stoke's Bay to Southampton.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	5	8 14 9	5	8 14 9
From Cowes to Southampton	–	– – –	–	– – –	–	– – –	1	2 5 –	–	– – –	1	1 5 6	2	3 10 6
From Brambles to Southampton	7	10 7 –	19	21 16 6	12	21 1 10	25	38 7 5	38	53 5 6	1	1 4 –	102	146 2 3
From Motherbank to Southampton.	–	– –	2	3 16 6	1	3 – –	5	10 13 –	2	3 5 –	31	60 5 7	41	81 – 1
From Nab to Southampton	–	– –	–	– –	–	– –	1	2 14 –	–	– –	–	– –	1	2 14 –
From Spithead to Southampton	–	– –	–	– –	–	– –	–	– –	–	– –	1	2 2 9	1	2 2 9
From Southampton to Portsmouth.	–	– –	–	– –	–	– –	1	4 1 –	–	– –	–	– –	1	4 1 –
Into and out of places within the District, and Docking.	411	264 – 11	52	35 4 6	4	5 13 6	2	2 2 –	21	16 8 3	–	– –	490	323 9 2
Lay Days	–	– – –	–	– – –	–	– – –	–	– – –	1	2 5 –	–	– –	1	2 5 –
TOTAL	421	279 15 11	108	110 2 4	22	43 19 7	107	176 9 3	74	102 7 9	75	143 15 5	807	856 10 3

(2.)—OUTWARDS.

From Southampton to Sea	3	9 6 –	15	42 – 1	9	42 3 7	94	474 8 10	27	79 7 –	77	353 3 3	225	1,000 8 9
From Southampton to Brambles	2	1 19 –	17	14 12 –	–	– – –	–	– – –	8	10 12 –	1	1 7 –	28	28 10 –
From Southampton to Needles	–	– –	2	3 16 –	–	– – –	3	10 4 9	–	– –	–	– –	5	14 – 9
From Southampton to Nab	–	– –	–	– –	–	– –	1	2 14 –	–	– –	–	– –	1	2 14 –
From Southampton to Stoke's Bay.	–	– –	–	– –	–	– –	1	5 14 –	–	– –	–	– –	1	5 14 –
From Southampton to Newton	1	1 – –	12	12 4 –	–	– –	–	– –	–	– –	–	– –	13	13 4 –
From Southampton to Spithead	1	3 4 –	8	7 8 6	–	– –	3	7 14 3	–	– –	1	4 5 6	13	22 12 3
From Southampton to Motherbank.	–	– –	1	1 18 3	–	– –	5	9 19 6	–	– –	–	– –	6	11 17 9
From Southampton to Cowes	–	– –	–	– –	–	– –	–	– –	–	– –	1	1 18 3	1	1 18 3
From Calshot to Newton	–	– –	–	– –	1	1 16 –	–	– –	–	– –	–	– –	1	1 16 –
From Portsmouth to Southampton.	–	– –	–	– –	–	– –	1	4 1 –	–	– –	–	– –	1	4 1 –
TOTAL	7	15 9 –	55	81 18 10	10	43 19 7	108	514 16 4	35	89 19 –	80	360 14 –	295	1,106 16 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TEIGNMOUTH.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 408 of 1867. Omit the name of Thomas Stiggins, jun.; and add the names of S. Matthews, aged 26; and William Henry Matthews, aged 27.

RATES.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	70	41 1 3	181	199 12 3	6	11 10 4	4	2 6 2	10	16 10 10	271	271 - 10

(2.)—OUTWARDS.

From Harbour to Sea - -	45	20 11 6	171	95 13 6	4	3 1 7	3	1 10 8	10	6 18 4	233	127 15 7

WELLS.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Wells - - -	1	- 7 6	8	3 17 6	2	1 4 11	6	3 10 1	17	9 - -

(2.)—OUTWARDS.

From Wells to Sea - - -	4	1 7 9	2	- 12 3	-	- -	4	1 13 -	10	3 13 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WEYMOUTH.

NAMES of PILOTS.

See p. 44 of Parl. Paper, No. 408 of 1867. Add the name of Geo. J. Brown, aged 29.

RATES.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth Roads and Portland Bay.	17	17 18 6	2	2 13 9	20	44 15 –	4	8 5 –	39	77 3 –	3	3 17 8	85	154 12 11
From Weymouth and Portland Roads to Harbour.	73	95 3 –	5	5 14 3	15	20 5 –	6	8 13 3	15	19 6 –	2	3 – 9	116	152 2 3
From Sea to Lyme - -	29	33 18 –	–	- -	–	- -	–	- -	4	3 14 –	–	- -	33	37 12 –
Distance Money - -	–	- -	–	- -	3	14 2 –	–	- -	3	14 6 –	–	- -	6	28 8 –
TOTAL - - -	119	146 19 6	7	8 8 –	38	79 2 –	10	16 18 3	61	114 9 –	5	6 18 5	240	372 15 2

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	–	- -	2	2 13 9	14	32 10 6	5	7 8 1	18	40 3 9	1	1 2 6	40	83 18 7
From Weymouth Harbour to Weymouth and Portland Roads.	4	4 14 –	3	3 6 9	3	4 15 –	3	4 7 9	14	16 1 –	1	– 15 –	28	33 19 6
From Lyme to Sea - -	40	37 6 9	–	- -	–	- -	–	- -	2	1 10 –	–	- -	42	38 16 9
Distance Money - -	–	- -	–	- -	–	- -	–	- -	2	16 10 –	–	- -	2	16 10 –
TOTAL - - -	44	42 – 9	5	6 – 6	17	37 5 6	8	11 15 10	36	74 4 9	2	1 17 6	112	173 4 10

WOODBRIDGE.

NAMES of PILOTS.

See p. 44 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WOODBRIDGE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	248	73 9 9	3	1 15 10	2	- 18 1	253	76 3 8
From Sea to Bowships	7	3 10 1	1	- 15 2	2	1 2 8	10	5 7 11
From Bowships to Lower Quay	59	24 5 6	1	- 10 -	1	- 11 1	61	25 6 7
From Bowships to Upper Quay	182	69 - 5	2	- 14 1	5	2 8 1	189	72 2 7
From Bowships to Melton	15	6 8 8	-	- - -	-	- - -	15	6 8 8
Tide Work, Shifting Berth, &c.	56	10 18 6	-	- - -	-	- - -	56	10 18 6
TOTAL	567	187 12 11	7	3 15 1	10	4 19 11	584	196 7 11

(2.)—OUTWARDS.

From Harbour to Sea	282	73 8 11	-	- - -	-	- - -	282	73 8 11
From Melton to Bowships	9	3 - 8	-	- - -	-	- - -	9	3 - 8
From Upper Quay to Bowships	151	45 2 1	-	- - -	-	- - -	151	45 2 1
From Lower Quay to Bowships	60	19 2 9	1	1 1 8	1	- 11 1	62	20 15 6
TOTAL	502	140 14 5	1	1 1 8	1	- 11 1	504	142 7 2

YARMOUTH.

NAMES of PILOTS.

See p. 45 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

For Piloting Ships within the Yarmouth District.

	For Vessels not exceeding 11 Feet, Draught of Water.	For Vessels exceeding 11 Feet, and not exceeding 14 Feet.	For Vessels exceeding 14 Feet.
	£. s. d.	£. s. d.	£. s. d.
From the Dudgeon Light, its parallel of latitude, or the northward thereof, to Orfordness	5 - -	6 5 -	7 10 -
From Smith's Knowl, Yarmouth, or Lowestoft, to Orfordness	1 5 -	2 10 -	3 15 -
From Southwold to Orfordness	- 17 6	1 5 -	1 17 6

Note.—An addition of one-fifth is chargeable on the above rates, in case the pilot shall not conduct the vessel to any port or place westward of the Nore Light.

From the Dudgeon Light, its parallel of latitude, or the northward thereof, to Yarmouth Roads, either within or without the Sands	2 10 -	3 12 -	6 - -
From the Dudgeon Light, its parallel of latitude, or the northward thereof, to Downs	10 10 -	12 - -	15 15 -
From Smith's Knowl, Yarmouth, or Lowestoft, to Downs	8 8 -	10 - -	12 12 -
From Smith's Knowl, Yarmouth, or Lowestoft, to the entrance of the Gatways	1 - -	1 10 -	2 2 -
From Orfordness to the entrance of the Gatways	1 - -	1 10 -	2 2 -
From Sea to Yarmouth Roads, through any of the Channels	4 *s.* per foot of the vessel's draught.		
From Yarmouth Roads, through any of the Channels, to Sea	2 *s.* 6 *d.* per foot of the vessel's draught.		

No vessel to pay for less than 11 feet.

Into and Out of the Harbour of Yarmouth.

	Per Foot. s. d.
Vessels drawing - - 8 feet water and under - - -	1 6
Vessels drawing above - 8 „ „ - 9 feet -	1 9
Vessels drawing - - 9 „ „ - 10 „ -	2 -
Ditto - - - 10 „ „ 11 „ -	2 3
Ditto - - - 11 „ „ 12 „ -	2 6
Ditto - - - 12 „ „ 13 „ -	2 9
Ditto - - - 13 „ „ 14 „ -	3 -
Ditto - - - 14 „ „ 15 „ -	3 6
Ditto - - - 15 „ „ 16 „ -	4 -

Note.—An additional 2½ per cent. is to be charged upon the above rates.

The several pilotage rates above specified are subject to a reduction of one fourth part in respect of vessels propelled by steam and vessels towed by steam vessels; provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Fishing vessels piloted into the said harbour are to pay 5 *s.* each for such service.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads - -	2	- 19 6	-	- - -	7	19 2 -	2	5 4 -	33	82 2 6	2	5 4 -	46	112 12 -
From Roads to Harbour -	51	36 2 1	42	36 3 9	6	6 9 4	83	127 16 4	7	8 1 -	81	113 10 6	270	328 3 -
From Sea to Harbour (Fishing Vessels).	424	109 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	424	109 - -
Tide Work, &c. - -	29	9 17 -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 5 -	30	10 2 -
TOTAL - - -	506	155 18 7	42	36 3 9	13	25 11 4	85	133 - 4	40	90 3 6	84	118 19 6	770	559 17 -

(2.)—OUTWARDS.

From Roads to Sea - -	-	- -	-	- - -	11	15 17 6	3	5 5 -	23	36 9 -	2	2 15 -	39	60 6 6
From Harbour to Roads -	2	1 5 6	58	31 8 4	4	4 - 4	43	53 4 10	4	5 - 9	57	48 2 6	168	143 2 3
TOTAL - - -	2	1 5 6	58	31 8 4	15	19 17 10	46	58 9 10	27	41 9 9	59	50 17 6	207	203 8 9

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - - -	382
Number of Pilots in the Outports - - - - - -	499
AGGREGATE NUMBER - - -	881

As to RECEIPTS for PILOTAGE.

	INWARDS.	OUTWARDS.
	£. s. d.	£. s. d.
Amount received in the London District for Pilotage -	72,932 - 6	42,829 7 6
Amount received at the Outports for Pilotage - - -	23,113 8 6	13,142 13 1
£.	96,045 9 -	55,972 - 7

AGGREGATE RECEIPTS - - - - £.152,017. 9. 7.

Trinity House, London,
18 June 1868.

Robin Allen,
Secretary.

CORPORATION OF THE TRINITY HOUSE, KINGSTON-UPON-HULL.

BYE-LAWS and REGULATIONS.

The Regulations printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

Younger Brethren who are Branch Pilots:

		Limits:
Armstrong, Joseph	aged 67	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Abbott, William	52	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads and into the Downs.
Brown, Dale	58	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Bouch, John	67	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Bell, John Richard	61	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads and into the Downs.
Bartlett, Robert	57	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Broadhead, George Henry	47	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Brown, William	38	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, and Gulf of Finland, to Cronstadt; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Bee, Benjamin David	32	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Cammell, Henry	66	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Cross, John	53	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Coupland, William	60	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Croft, Thomas	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Cole, Henry	41	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Day, Robert	61	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

		Limits:
Dixon, Henry	aged 37	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Dunipace, Robert	41	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; and southward, through Yarmouth Roads and into the Downs.
Elder, Robert	60	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Edmonds, Anthony	42	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Frankish, George	63	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Fowler, George	48	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Gruby, Thomas	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Gatgens, John Adolphus	53	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.
Hurst, John	43	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Highley, George	44	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.
Hindson, Thomas	46	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Hopkinson, Joseph	57	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Hedgcock, William George	43	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Johnson, Thomas	59	
Keighley, Robert	66	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Kelsey, Joseph	68	
Knowles, Richard Jordan	54	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Knight, Charles Scott	51	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Krüger, John Frederick	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt and Riga; and eastward, to Heligoland and the Red Buoy in the Elbe.
Lancaster, Robert	63	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Marshall, Richard	76	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

		Limits:
Martin, Richard Hick	aged 47	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Mayers, Thomas Orton	61	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Maycock, Joseph	49	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Mellon, William Townend	45	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
M'Kenzie, George William	37	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Riga.
Newby, John Hudson	58	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Newton, James	45	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
North, William George	44	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Pepper, Dennis	62	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Pearson, Zachariah Charles	45	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Raisbeck, William	73	
Raper, John Thorley	70	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Sutton, George Fowler	71	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Shepherd, William	66	
Schofield, William West	57	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Smith, Thomas	59	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Sutton, William Fowler	48	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm.
Silverwood, Walter	47	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Soulsby, Richard	42	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Toogood, James, the younger	39	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt.
Todd, Henry	42	From the Humber, southward, through Yarmouth Roads and into the Downs; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

		Limits:
White Thomas	aged 63	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Wharton, John	56	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Wells, William	52	
Woolf, James Haxwell	59	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

Foreman, John Henry	aged 36	*Limits:* From St. Edmund's Ness on the Coast of Norfolk, from the High Horn Beacon, from Wisbeech Eye, and from the Lower Roads of Lynn, southward, to Wintertonness; and northward, to the River Humber or the Northness of Dimlington, bearing west; and *vice versâ.*
Goodson, Joseph	38	
Smith, Henry John	47	

Along the East Coast to the Southward of the Humber.

Dobson, Joseph	aged 55	*Limits:* Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, as far as Blakeney.
Dobson, Charles	43	
Dobson, Charles, jun.	28	
Gurney, Mark	47	
Keall, John	39	
Upton, George	34	

Along the East Coast to the Downs.

Brown, James	aged 64	*Limits:* From the Humber, northward, to Flamborough Head and Tinmouth Bar; and southward, through Yarmouth Roads and into the Downs.
Darnell, George	63	
North, John Watson	44	
Wright, John	50	
Wise, Charles	47	

Along the East Coast, Northward, to Leith Roads, and Southward to the Downs and Nore.

Abley, John	aged 37	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Boyle, Francis Brown	54	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Gotts, Thomas	51	
Hindhaugh, George	44	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads and into the Downs.

RATES.

The Rates of Pilotage printed at pp. 128 and 129 of Parl. Paper, No. 516 of 1855, are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—EAST COAST, &c.—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Deeps to the Humber, or the Northness of Dimlington, bearing west.	–	– –	–	– –	11	44 4 –	11	44 4 –
From Shields to the Humber	–	– –	1	4 10 –	1	4 7 6	2	8 17 6
From Lynn Deeps to Sutton	–	– –	–	– –	1	3 17 –	1	3 17 –
From Blakeney to Sutton	–	– –	–	– –	1	4 – –	1	4 – –
From Lynn Deeps to Skegness	–	– –	1	4 16 –	1	2 8 –	2	7 4 –
Intermediate distances within the limits mentioned.	1	2 6 –	1	3 10 –	1	1 14 –	3	7 10 –
TOTAL	1	2 6 –	3	12 16 –	16	60 10 6	20	75 12 6

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs	3	25 15 –	19	162 11 6	57	439 16 3	79	628 2 9
From the Humber to the Nore	–	– –	–	– –	3	14 2 6	3	14 2 6
From the Humber, or the Northness of Dimlington, bearing west, to Boston Deeps.	–	– –	1	5 12 –	6	29 4 –	7	34 16 –
From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deeps.	1	5 4 –	10	47 18 –	93	458 10 –	104	511 12 –
From the Humber, or the Northness of Dimlington, bearing west, to Blakeney.	–	– –	–	– –	2	6 8 –	2	6 8 –
From the Humber to Leith	–	– –	2	9 4 –	2	9 12 –	4	18 16 –
From the Humber to Stockton	–	– –	–	– –	6	30 6 6	6	30 6 6
From the Humber to Sunderland	–	– –	1	4 11 –	–	– –	1	4 11 –
From the Humber to Shields	–	– –	1	3 18 –	38	135 4 9	39	139 2 9
From Sutton to Boston Deeps	–	– –	1	2 16 –	2	8 11 6	3	11 7 6
From Sutton to Lynn Deeps	2	8 11 6	–	– –	6	21 2 6	8	29 14 –
From Skegness to Boston Deeps	1	4 10 –	–	– –	2	6 18 –	3	11 8 –
From Skegness to Lynn Deeps	1	4 13 –	3	11 2 –	5	14 2 –	9	29 17 –
Intermediate distances within the limits mentioned.	4	11 7 6	10	24 18 –	25	52 10 –	39	88 15 6
TOTAL	12	60 1 –	48	272 10 6	247	1,226 8 –	307	1,558 19 6

RECEIPT and EXPENDITURE of all MONIES received in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of the corporation, and of the extra coasting pilots	62 15 –	By income tax	1 7 2
To income tax	1 5 2	By balance	62 13 –
£.	64 – 2	£.	64 – 2

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 20 March 1868. *Robert Gill*, Warden's Clerk.

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.—The Bye-Laws printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

Pilots appointed and licensed for the River Humber under the Act 2 & 3 Will. 4, c. 125.

Brown, Joseph	aged 65	Owbridge, John	aged 43
Brewis, William Henry	51	Peckitt, Robert	59
Brown, Isaac	28	Parrott, Richard	43
Barnett, James	44	Pearson, William	27
Barton, Edward	35	Rea, William	63
Blenkin, Martin	40	Rogers, Edward	53
Collis, William	34	Rowan, Thomas William	39
Calvert, Richard	29	Rea, John	37
Eshelby, William Morley	41	Richardson, Isaac	26
Frost, Edmund	55	Roberts, Alfred	24
Featherstone, Henry Hunt	46	Rea, Edward	24
Gould, William	50	Smith, Robert	64
Good, Thomas	63	Shay, William	36
Gall, Henry	38	Stevenson, James	55
Harvey, John	55	Stocks, Joseph	42
Hicks, Thomas	32	Smith, John	31
Jenneson, Joseph	41	Skelton, Thomas	39
Johnson, John	56	Sampson, William	22
Kelsey, Frederick William	52	Thompson, T. William	45
Lundie, Wellington	53	Thompson, W. C.	32
Linwood, Thomas	49	Walker, Henry	63
Liversedge, William	32	White, Charles	48
Markham, Stephen	54	Wilson, Thomas	37
Morrell, William	57	Ward, Pearson	37
Mearns, William Straton	44	Wilkinson, Frederick George	31
Morrell, Tom	25	Wilkin, John	32
Newham, William	45	Walker, John Thomas	25
		Wallace, William Henry	25
		Wilkin, George	24

Limits: Into and out of the port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

APPRENTICES to the *Humber* Pilotage Service.

Boxhall, Charles Frederick	aged 19	Jordan, John William	aged 17
Calvert, Joseph	14	Lofley, John William	18
Collins, Edward	16	Parrott, James	16
Cross, Henry	18	Raynor, Alfred	16
Dickinson, James Thomas	19	Stephenson, Christopher	19
Dickinson, William Henry	15	Watson, Thomas	16
Frazer, Robert	16	Westill, Croft	17
Godfrey, John Samuel	15	White, Charles, jun.	17
Harvey, James Hudson	16	Wright, James	17

Pilots appointed and licensed for the River Humber under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

Basketter, Charles	aged 47	Eshelby, Christopher	aged 43
Booth, Thomas	61	Lamming, William Hollinshed	48
Brown, Benjamin	68	Lancaster, Charles	51
Calvert, John	45	Lewis, Thomas	49
Clark, Edwin	32	Robinson, James Threadgold	35
Carr, William	24	Ward, Hugh	30

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Masters and Mates *to whom Certificates have been granted within the limits of the* Humber Pilots *under the Acts* 2 *&* 3 *Will.* 4, *c.* 105, *and* 17 *&* 18 *Vict. c.* 104.

Abbott, William	aged 52	Kelsey, William	aged 52
Axe, Robert	30	King, George James	28
Ansdell, Christopher	43	Lidermore, George	57
Briggs, George	39	Lowery, Henry	39
Breininger, Johan Christian Frederick	37	Leggott, George	31
Bee, Benjamin David	32	Lumley, William	33
Black, William	36	Lickis, Robert William	33
Breasley, William	33	Lamplough, William	54
Brown, Joseph	49	Lamplough, Dan. Dunn	26
Boyle, Francis Brown	53	Mellon, William Townend	45
Chew, Richard	47	M'Innes, William	28
Cuttill, James	41	Mason, William Sample	39
Cole, Henry	58	Milestone, William	44
Cooper, Edwin	43	Martin, James	34
Cawcutt, George	39	Marshall, Henry	28
Clark, Tom Clarkson	31	Moor, Benjamin	39
Dunipace, Robert	41	Mitchel, Thomas	41
Dyson, John	38	Newton, James	45
Duncan, Nathan	36	Nicholson, George Colville	41
Dossor, Frederick	31	Owen, Edwin	35
Dixon, Henry	37	Pegden, Nicholas	45
Elder, Robert	59	Peat, Frederick	35
Forth, James	47	Perkins, Robert Crispin Snow	43
Foster, George	36	Rutter, James	39
Frederickson, Abraham	31	Riches, Mitchel Bloye	45
Gardner, John	49	Read, William	47
Gallilee, John Searle	38	Roach, Robert	24
Gill, William Wordsworth	32	Soulsby, Richard	42
Gatgens, John Adolphus	53	Soulsby, George	31
Gledhill, William	28	Snow, William Ewart	39
Holdridge, John	53	Silverwood, Walter	47
Highley, George	44	Shetliff, George	38
Hedgecock, William George	43	Smith, William Thomas	44
Hewitt, Henry	39	Sonne, Knud Herman	40
Holmes, William Ward	37	Stephens, John Henry	31
Hardy, Charles William	45	Slingsby, James	45
Harrison, Richard	34	Schofield, Richard	30
Hutton, Thomas	39	Thornton, Robert	30
Holbrook, Joseph	38	Todd, Henry	42
Hamshaw, James	36	Turton, James William	30
Hindson, James	45	Vickerman, John Blissit	40
Hutchinson, William Park	30	Woodhead, Thomas	51
Harvey, George	51	Wharton, John	56
Hindson, Thomas	47	Watkinson, William Henry	37
Jewitt, Thomas	35	Wright, John	39
Jones, Henry	44	Watson, William	36
Johnson, David	45	Wilson, Watson	39
Ives, Charles	43	Woodhead, Thomas, jun.	26
Knowles, Richard Jordan	54	Woodhead, Robert	23
Kelsey, Thomas	28	Wilkinson, Thomas M.	40

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

Pilots *appointed and licensed for* New Holland, *in the County of* Lincoln.

Brown, Joseph	aged 65	Good, Thomas	aged 63
Booth, Thomas	61	Gall, Henry	38
Brown, Benjamin	68	Harvey, John	55
Brewis, William Henry	51	Hicks, Thomas	32
Basketter, Charles	47	Jenneson, Joseph	41
Brown, Isaac	28	Johnson, John	56
Barnett, James	44	Kelsey, Frederick William	52
Barton, Edward	35	Lundie, Wellington	53
Blenkin, Martin	40	Lamming, William Hollinshed	48
Collis, William	34	Linwood, Thomas	49
Calvert, John	45	Lancaster, Charles	51
Clark, Edwin	32	Lewis, Thomas	49
Calvert, Richard	29	Liversedge, William	32
Carr, William	24	Markham, Stephen	54
Eshelby, Christopher	43	Morrell, William	57
Eshelby, William Morley	41	Mearns, William Straton	44
Frost, Edmund	55	Morrell, Tom	25
Featherstone, Henry Hunt	46	Newham, William	45
Gould, William	50	Owbridge, John	43

Limits: Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid, and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

PILOTS *appointed and licensed for* NEW HOLLAND, *in the County of* LINCOLN—*continued.*

Peckitt, Robert	aged 59	Smith, John	aged 31
Parrott, Richard	43	Skelton, Thomas	39
Pearson, William	27	Sampson, William	22
Rea, William	63	Thompson, T. W.	45
Rogers, Edward	53	Thompson, W. C.	32
Rowan, Thomas William	39	Walker, Henry	63
Robinson, James Threadgold	35	White, Charles	48
Rea, John	37	Wilson, Thomas	37
Richardson, Isaac	26	Ward, Pearson	37
Roberts, Alfred	24	Wilkinson, Frederick George	31
Rea, Edward	24	Ward, Hugh	30
Smith, Robert	64	Wilkin, John	32
Shay, William	36	Walker, John Thomas	25
Stevenson, James	55	Wallace, William Henry	25
Stocks, Joseph	42	Wilkin, George	24

Limits: Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid, and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.

MASTERS *to whom Certificates have been granted for* NEW HOLLAND, *in the County of* LINCOLN, *under the Act* 17 *&* 18 *Vict. c.* 104.

Pepper, Henry	aged 52
Rushforth, Joseph	38
Smith, John	46
Woodall, Matthew	39

Limits: Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid, and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.

MASTERS *to whom Certificates have been granted for the* PORT of GRIMSBY, *in the County of* LINCOLN, *under the Act* 17 *&* 18 *Vict. c.* 104.

Brocq, Francis Le	aged 43
Colombel, Leon	40
Guittet, Etienne	43
Hawkins, A. C.	35
Jackson, E. R.	43
Pyman, William	36
Toogood, James, jun.	39
Walker, R. S.	37

Limits: Into and out of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

MASTERS *to whom Certificates have been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* PORT of GREAT GRIMSBY, *in the County of* LINCOLN, *under the Act* 17 *&* 18 *Vict. c.* 104.

Broddell, Thomas	aged 40
Chapman, Levi	48

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.

MASTER *to whom Certificate has been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* RIVER HUMBER, *between that Port and* FERRIBY SLUICE, *under the Act* 17 *&* 18 *Vict. c.* 104.

Oswell, Thomas	aged 34

Limits: Into and out of the Port of Kingston-upon-Hull, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River, called Ferriby Sluice, and *vice versâ*.

RATES of PILOTAGE.

HULL
NEW HOLLAND } The Rates printed at pp. 129 and 130 of Parl. Paper, No. 516 of 1855, are still in force.

GREAT GRIMSBY - The Rates printed at p. 45 of Parl. Paper, No. 354 of 1856, are still in force.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1867.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to Hawke Roads or Grimsby Roads	2	2 5 -	-	- -	9	16 1 6	-	- -	14	18 18 6	4	4 3 6	29	41 8 6
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to the Port of Kingston-upon-Hull	41	60 13 6	4	9 12 6	494	1,539 - 7	16	28 6 10	1,145	3,458 5 -	26	57 1 10	1,726	5,153 - 3
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	4	4 4 -	-	- -	60	140 6 -	3	4 8 6	119	280 2 6	5	6 19 4	191	436 - 4
From the Spurn High Lighthouse bearing north-east to Hawke Roads or Grimsby Roads	-	- -	-	- -	-	- -	-	- -	2	1 2 -	-	- -	2	1 2 -
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	5	6 - 9	1	2 4 10	52	112 18 -	3	5 7 10	83	164 4 3	-	- -	146	290 15 8
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	11	8 12 4	2	2 - 7	28	40 15 7	-	- -	31	46 1 -	1	1 15 -	73	99 4 6
From Whitebooth Roads to the Port of Kingston-upon-Hull	1	- 17 6	1	- 7 6	3	2 4 6	-	- -	1	- 13 6	1	- 11 6	7	4 14 6
From New Holland to the Port of Kingston-upon-Hull	-	- -	-	- -	-	- -	-	- -	1	- 7 -	-	- -	1	- 7 -
Tidesworks, Attendances, &c.	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	-	165 5 6
Total	64	82 13 1	10	14 5 5	646	1,851 6 2	22	38 3 2	1,396	3,969 13 9	37	70 11 2	2,175	6,191 18 3

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	80	175 11 4

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to the Grimsby Docks	1	1 16 2	1	1 1 -	120	264 4 3	11	13 11 10	403	883 15 3	24	28 14 10	560	1,193 3 4
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	5	5 - 11	2	1 15 2	16	25 7 4	2	1 18 -	38	68 3 6	6	4 16 3	69	107 1 2
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks	1	- 19 6	8	6 12 3	12	14 19 5	3	4 5 4	11	12 - 10	4	3 16 7	39	42 13 11
From the Spurn High Lighthouse bearing north-east to the Grimsby Docks	1	- 15 -	-	- -	1	- 11 -	-	- -	-	- -	1	- 18 8	3	2 4 8
Total	8	8 11 7	11	9 8 5	149	305 2 -	16	19 15 2	452	963 19 7	35	38 6 4	671	1,345 3 1

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1867.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	1	– 16 –	–	– – –	4	7 1 6	–	– – –	6	7 3 –	3	2 8 –	14	17 8 6
From New Holland to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	2	2 12 6	–	– – –	–	– – –	1	– 15 –	1	2 9 6	–	– – –	4	5 17 –
From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	89	103 4 –	79	95 17 6	208	517 8 8	111	142 8 11	779	1,733 10 10	401	479 – 7	1,667	3,071 10 6
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east	–	– –	12	12 2 2	6	8 16 8	31	30 3 2	10	13 2 3	108	93 13 2	167	157 17 5
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	1	1 – –	2	1 14 –	6	10 5 –	5	3 16 10	24	32 7 –	11	11 3 8	49	60 6 6
From the Port of Kingston-upon-Hull to Whitebooth Roads	–	– –	–	– –	2	2 15 –	–	– –	–	– –	–	– –	2	2 15 –
From Hull to New Holland	–	– –	–	– –	–	– –	–	– –	–	– –	1	– 5 –	1	– 5 –
Tidesworks, Attendances, &c.	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	131 16 3
Total	93	107 12 6	93	109 13 8	226	546 6 10	148	177 3 11	820	1,788 12 7	524	586 10 5	1,904	3,447 16 2

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	31	56 18 6

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– –	6	6 7 4	7	9 14 10	28	30 19 6	12	20 7 9	77	91 19 –	130	159 8 5
From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	5	7 4 6	4	3 3 11	132	269 8 3	15	15 13 6	455	852 15 5	73	73 18 1	684	1,222 3 8
From the Grimsby Docks to the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east	–	– –	2	1 12 4	–	– –	3	2 14 2	2	1 16 2	3	2 5 10	10	8 8 6
Total	5	7 4 6	12	11 3 7	139	279 3 1	46	49 7 2	469	874 19 4	153	168 2 11	824	1,390 – 7

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

ACCOUNT of the Receipt and Expenditure of all Monies received by or on behalf of the Commissioners acting under the Humber Pilot Act.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Balance from last annual account	1,097	12	10	Paid to pilots	9,493	13	9
Received for 68 licenses	220	10	–	Paid to clerk and commodore	270	–	–
Received as contributions to superannuated pilots	201	12	–	Paid to collectors at Grimsby, Goole, and Gainsborough	168	16	9
Received for fines and awards	49	–	–	Paid incidentals, taxes, stationery, solicitor's and tradesmen's bills, &c.	115	17	6
Received for gross amount of inward pilotage	7,537	1	4	Paid to pilot cutters	1,546	1	6
Received for gross amount of outward pilotage	4,837	16	9	Paid to superannuated pilots (pensions)	300	3	6
				Paid to widows (allowances)	148	14	–
				Paid, as deducted from outward pilotage for apprentices, victuals, oil, turps, fares, boatmen, tugs, hooking vessels, &c.	814	8	–
				Balance	1,085	17	11
£.	13,943	12	11	£.	13,943	12	11

9 January 1868.

William Sharp,
Clerk to the Commissioners.

PORT OF GAINSBOROUGH.

BYE-LAWS.

The Bye-Laws printed at pp. 48 and 49, of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

Barton, John - - - aged 61
Thompson, Enoch - - - 60

Limits: Into and out of the Port of Gainsborough aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said roads, and upon any part thereof.

Masters *to whom Certificates have been granted under the Act* 17 *&* 18 *Vict. c.* 104.

Gledhill, William - - aged 28
Garnett, Henry - - - 25
Harrison, William - - - 44
Hudson, Charles - - - 35
Shores, Thomas - - - 42

Limits: Into and out of the Port of Gainsborough aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.

RATES.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.
From Hull Roads to Gainsborough -	1	1 4 6	4	4 1 8	- - nil - -	9	15 10 -	14	20 16 2

(2.)—OUTWARDS.

From Gainsborough to Hull Roads -	2	2 9 -	2	2 7 10	- - nil - -	8	9 16 4	12	14 13 2

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
Inwards - - - - - - -	20 16 2	Commission on 35 *l.* 9 *s.* 4 *d.* at 7½ per cent. -	2 13 -
Outwards - - - - - -	14 13 2	14 boats - - - - - - - -	- 14 -
		Post orders, letters, &c. - - - -	- 5 5
		Thompson's expenses to Goole, ex pilotage -	- 2 6
		John Barton, for pilotage - - - -	15 17 2½
		Enoch Thompson, for pilotage - - -	15 17 2½
£.	35 9 4	£.	35 9 4

Edward Schofield, Headsman.

PORT OF GOOLE.

BYE-LAWS.

The Bye-Laws printed at pp. 49 and 50 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

Ashton, Edward - - - aged 48
Clark, William - - - - 60
Carter, William - - - - 50
Jewitt, Peter - - - - 51
Wood, Henry - - - - 58

Limits: Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.

Corporation of Trinity House of Kingston-upon-Hull—Goole—*continued.*

Masters *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

Arnold, Joseph	aged 43	Rockett, William	aged 38
Brown, William	52	Rowbotham, Thomas	43
Bateman, John	46	Soulsby, George	31
Cherry, Peter	40	Schofield, Richard	30
Eyre, Joseph	32	Shores, Thomas	42
Field, John	62	Tree, William	46
Gallilee, John Searle	38	Thornton, Robert	31
Gell, William	53	Turton, J. W.	30
Holdridge, John	53	Wright, Samuel	45
King, George James	28	Wadsworth, Greg Brook	51
Leggott, George	31	Wright, John	38
Lumley, John	38	Winteringham, William	45
Lumley, William	33	Woodhead, Robert	23

Limits: Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof.

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to still remain in force.

AMOUNT received for Pilotage of Vessels in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole.	1	1 5 –	30	20 14 2	5	7 6 6	35	49 6 10	1	2 – 6	25	46 17 4	97	127 10 4

(2.)—OUTWARDS.

From Goole to Hull Roads.	1	– 17 6	42	32 5 10	4	4 14 6	17	27 2 6	2	3 16 6	21	30 18 5	87	99 15 3

ACCOUNT of the Monies received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To amount of Inward pilotage		127 10 4	By commission paid to pilot master	22 14 6
Outward pilotage		99 15 3	By amount paid to the pilots	196 2 5
			By boating, 52 *s.*; telegraph, 2 *s.*	2 14 –
			By stamps and sundry expenses	1 10 8
			By office rent	4 4 –
	£.	227 5 7	£.	227 5 7

Pilot Office, Goole.

Henry Gale, Pilot Master.

SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 51 and 52 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

Cope, Samuel - - aged 43
Johnson, John - - - 56
Law, George - - - 63
Royce, Joseph, jun. - - 27

Limits:—Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deeps, so far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the said River Welland, in the Town of Spalding.

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge.	259	97 15 3	3	2 14 –	1	1 2 –	263	101 11 3

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway.	131	34 16 5	- -	nil - -	1	– 13 –	132	35 9 5

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - -	Inward pilotage -	101 11 3	By amount paid as commission to pilot master	10 – –
	Outward pilotage	35 9 5½	By amount paid for beacons, licenses, and expenses - - - - - - - -	9 14 7
			By amount paid to pilots - - - -	117 6 1½
	£.	137 – 8½	£.	137 – 8½

31 December 1867.

John Kingston, Collector.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF WISBECH.

BYE-LAWS.

The Bye-Laws printed at pp. 51 to 54 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

Burrows, John - -	aged 57
Burton, James - - -	63
Butler, John - - -	45
Laws, Samuel - - -	46
Pilkington, Peter - -	49

Limits:—Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said town of Wisbech, inwards; and from and to all intermediate places between the said town and the said Lower Roads.

RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge	45	31 9 10	21	25 17 11	66	57 7 9
From the Lower Roads at Sea to Wisbech - - -	47	83 6 11	50	80 6 11	97	163 13 10
For extra attendance on board - - - - -	- -	- - -	1	- 15 -	1	- 15 -
TOTAL - - -	92	114 16 9	72	106 19 10	164	221 16 7

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea	48	27 10 9	19	13 11 3	67	41 2 -
From Wisbech to the Lower Roads at Sea - - -	18	21 12 5	25	27 17 4	43	49 9 9
TOTAL - - -	66	49 3 2	44	41 8 7	110	90 11 9

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£ s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage -	221 1 7½	By amount paid to the pilots - - -	312 8 4½
{ Outward pilotage -	90 11 9		
To amount received for extra attendance on board a Foreign vessel, inward bound - -	- 15 -		
£.	312 8 4½	£.	312 8 4½

Wisbech, 13 January 1868.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull,
27 April 1868.

Edw. J. Wilson,
Secretary.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

RULES and REGULATIONS.

See p. 113 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 114 of Parl. Paper, No. 408 of 1867. Omit the names of William Smith, junior; James Smith, James Carrie, David Cargill, Peter Smith, and William Smith. Add the names of Francis Bremner, aged 31; Thomas Smith, aged 26; Duncan Robb, aged 36; and Alexander Swankie, aged 44.

AMOUNT received for PILOTAGE of VESSELS in 1867.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1. At 2¼ *d.* per ton	6	3 3 –						
Pilot Master's Fees		5 6					6	3 8 6
2. At 3 *d.* per ton	447	433 17 9						
Pilot Master's Fees		29 5 –					447	463 2 9
3. At 3½ *d.* per ton			41	102 5 9				
Pilot Master's Fees				6 5 6			41	108 11 3
4. At 3½ *d.* per ton					29	60 – 2		
Pilot Master's Fees						3 16 –	29	63 16 2
TOTAL	453	466 11 3	41	108 11 3	29	63 16 2	523	638 18 8

Note.—Only one charge is made at this Port for both Outward and Inward Pilotage; and this Return includes Outward Pilotage for the Year.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for Inward pilotage / Outward pilotage	599 6 8	By amount paid for or in respect of pilot boats, buoys, &c.	31 15 10
To amount received for pilot master's fees	39 12 –	By amount paid collector, commission for collecting pilotage, at 2½ per cent.	14 19 8
		By amount paid 18 pilots, in equal shares	552 11 2
		By amount retained by Harbour Trustees, for pilot master's salary	39 12 –
£.	638 18 8	£.	638 18 8

11 February 1868.

W. K. Macdonald, Clerk *pro tem.*

PORT OF ABERDEEN.

REGULATIONS and RATES of Pilotage.

See p. 115 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 115 of Parl. Paper, No. 408 of 1867. Omit the names of Alexander Morrice (1), and Alexander Morrice (2). Add the names of Alexander Salmon, aged 32; Alexander Noble, aged 29; and Alexander Guyan, aged 35.

NAMES of ASSISTANTS.

See p. 115 of Parl. Paper, No. 408 of 1867. Add the names of William Walker, aged 26; John Smith, aged 31; and John Fowler, aged 30.

AMOUNT received for Pilotage of Vessels in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Dock.	2,122	1,024 9 6	157	96 1 –	1	– 10 –	195	100 10 –	2,475	1,221 10 6

(2.)—OUTWARDS.

From Aberdeen Harbour and Dock to Sea.	620	364 10 6	48	31 2 –	60	25 – –	50	35 6 –	778	455 18 6

ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage	1,221 10 6	By amount paid to pilots, the pilotage fees being collected by themselves - - - -	1,677 9 –
To gross amount received for outward pilotage	455 18 6		
£.	1,677 9 –	£.	1,677 9 –

1 June 1868.

William Clark, Captain Pilot.

PORT OF AYR.

BYE-LAWS and REGULATIONS.

See pp. 116 and 117 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

William Stewart	aged 39	John Collins	aged 31
Arthur Redmond	57	Richard P. Mogey	33
James M'Callum	59	Robert M'Creadie	47
William M'Kinnon	39		

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Bay to the Harbour	898	223 1 8	19	17 18 8	10	7 1 6	927	248 1 10

(2.)—OUTWARDS.

From the Harbour to the Bay	923	232 6 3	19	17 18 8	10	7 1 6	952	257 6 5

Note.—The Pilotage Rates are the same for vessels towed by steam as for those not towed, the distance being short and the rate small.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	248 1 10	By amount paid for salaries of officers, viz., master pilot, pilots, and boatman	384 7 6
	Outward pilotage	257 6 5	By amount paid for or in respect of pilot boats, buoys, &c.	14 2 10
			By balance carried to next account	106 17 11
	£.	505 8 3	£.	505 8 3

3 February 1868.

W. Bone, Secretary.

PORT OF DUNDEE.

REGULATIONS and TABLE of RATES.

See pp. 118 to 124 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 124 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks -	114	132 5 4	186	412 18 11	6	4 9 3	211	431 9 –	517	981 2 6
From Buoy of Tay to Dundee Roads -	7	4 13 7	14	20 – 3	1	– 18 4	36	39 – 2	58	64 12 4
From Dundee Roads to Dundee Harbour	1	– 8 8	2	1 10 –	–	–	4	2 10 8	7	4 9 4
TOTAL - - -	122	137 7 7	202	434 9 2	7	5 7 7	251	472 19 10	582	1,050 4 2

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay -	100	94 9 10	100	222 14 5	30	26 3 11	143	269 4 3	373	612 12 5
From Dundee Roads to Buoy of Tay -	5	3 16 9	1	1 11 6	10	4 14 4	6	6 – –	22	16 2 7
From Dundee Harbour to Dundee Roads	1	– 4 8	–	–	–	–	–	–	1	– 4 8
TOTAL - - -	106	98 11 3	101	224 5 11	40	30 18 3	149	275 4 3	396	628 19 8

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - { Inward pilotage -	1,051 2 2	By balance brought from last account -	2 16 7
{ Outward pilotage -	628 1 8	By amount paid for salaries of secretary, clerk, and other officers - - -	105 – –
To amount received from other sources - -	73 9 1	By amount of wages paid to pilots - -	786 16 –
To amount of pilot master's fees - - -	96 17 –	By amount of pilot master's fees - -	96 17 –
To balance due bank, carried to next account -	19 8 1	By amount of bonuses paid to pilots - -	325 5 –
		By amount of sums to extra pilots and petty disbursements - - - - -	40 11 5
		By amount of provisions furnished to pilots	259 3 7
		By amounts for keeping cutters in good condition, insurance, coals, &c. - -	146 7 2
		By amount of dividend to subscribers -	39 18 8
		By amount of sinking fund for year - -	66 – –
		By amount of interest on bank account -	– 3 7
£.	1,868 18 –	£.	1,868 18 –

SINKING FUND ACCOUNT.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	232 3 3	By amount repaid subscribers for new pilot cutter - - - - - - -	40 – –
To amount of interest on bank account - -	3 9 7	By balance carried to next account - -	261 12 10
To amount of deposit for year - - -	66 – –		
£.	301 12 10	£.	301 12 10

4 February 1868.

George Taylor, Secretary.

PORT OF GLASGOW.

BYE-LAWS and RATES of PILOTAGE enacted by the *Clyde* Pilot Board.

See pp. 126 to 128 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 73 of Parl. Paper, No. 433 of 1866. Omit the name of Charles Johnston. Add the names of William Tulloch, aged 36; Alexander M'Millan, aged 37; David Fenton, aged 28; and Andrew Hamilton, aged 38.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Greenock to Glasgow.	94	76 12 8	1,043	802 1 3	38	40 9 1	537	880 13 7	24	18 1 4	160	255 – 1	1,896	2,072 18 –
From Glasgow to Greenock.	60	54 – 1	994	985 – –	30	32 9 1	818	1,801 1 1	20	14 1 2	174	141 1 2	2,096	3,127 12 7

(2.)—OUTWARDS.

ACCOUNTS of the PILOT BOARD for the Year 1867.

As to the PILOTAGE earned and paid to Pilots.

	£. s. d.		£. s. d.
Amount of pilotage earned from January to December	5,200 10 7	Amount paid to pilots	4,680 10 2
		Balance carried down	520 – 5
£.	5,200 10 7	£.	5,200 – 7

As to the REVENUE and EXPENDITURE.

REVENUE.	£. s. d.	EXPENDITURE.	£. s. d.
Amount retained from pilots, as per above account	520 – 5	Salaries	218 1 3
150 licenses issued to pilots	157 10 –	General charges	95 17 –
Amount of fines levied from pilots	4 9 11	Allowances to pilots and families	257 10 10
Amount of fines received for contravention of bye-laws	10 3 6	Surplus revenue	283 12 1
Entry money	20 – –		
Interest	142 17 4		
£.	855 1 2	£.	855 1 2

PORT OF GLASGOW—*continued.*

BALANCE SHEET.

31 December 1867:	£.	s.	d.	31 December 1867:	£.	s.	d.
To surplus, as per account ending 31 December 1866 - - - - - - -	3,731	14	5	By Clyde Trustees—Sum lodged in their hands	3,300	-	-
				By James Alexander, collector, for pilotage on vessels in harbour, unpaid at this date - -	163	4	10
Surplus for year ending 31 December 1867 -	283	12	1	By cash in Clydesdale Bank - - - -	552	1	8
£.	4,015	6	6	£.	4,015	6	6

Jas. Graham, Treasurer.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.

The Bye-Laws and Rates are the same as those in force at the Port of *Glasgow*,—which see.

NAMES of PILOTS (DEEP SEA).

See p. 130 of Parl. Paper, No. 408 of 1867.

Omit the names of John Foster, Alexander Daw, William Clank, and David Guthrie.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
			Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
				£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow.	-	nil -	-	- -	9	39 12 11	1	2 18 7	2	5 4 9	12	47 16 3
From a line drawn between the Cloch Light and Dunoon Pier to Port Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place.	-	-	1	2 - -	21	19 11 2½	1	- 10 -	20	13 3 7½	43	35 4 10
TOTAL - - -	-	-	1	2 - -	30	59 4 1½	2	3 8 7	22	18 8 4½	55	83 1 1

(2.)—OUTWARDS.

From Greenock or Port Glasgow to any place betwixt the Cumbrae and Cloch Lights.	-	nil -	29	148 12 3½	57	293 8 8	48	243 11 10½	17	96 13 5½	151	782 6 3½
From Port Glasgow to a line drawn between the Cloch Light and Dunoon Pier, or to any intermediate place, or from any intermediate place to any other intermediate place.	-	-	-	- -	2	3 12 6	-	- -	-	- -	2	3 12 6
From Greenock, or off Greenock, to Gareloch Head.	-	-	1	2 - -	1	1 10 -	-	- -	1	1 10 -	3	5 - -
TOTAL - - -	-	-	30	150 12 3½	60	298 11 2	48	243 11 10½	18	98 3 5½	156	790 18 9½

PORT OF GREENOCK—*continued.*

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates - - - -	4	5	6	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	4	5	6
To gross amount received for - - - - { Inward pilotage -	83	1	1	By amount retained by pilots - - -	873	19	10½
{ Outward pilotage -	790	18	9½				
£.	878	5	4½	£.	878	5	4½

7 May 1868. *John Kerr Gray*, Secretary.

PORT OF IRVINE.

REGULATIONS for PILOTS.—*See* p. 131 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 131 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.—*See* p. 90 of Parl. Paper, No. 416 of 1864.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCE for which PILOTED.	BRITISH VESSELS (COASTERS). No.	BRITISH VESSELS (COASTERS). Amount.	FOREIGN VESSELS.	TOTALS. No.	TOTALS. Amount.
		£. s. d.			£. s. d.
From Bay to Quay - - - - - -	215	39 17 3	- - nil - -	215	39 17 3

(2.)—OUTWARDS.

From Quay to Bay - - - - - -	215	39 17 3	- nil - -	215	39 17 3

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage -	39	17	3	By amount paid for or in respect of pilot-boats, buoys, &c. - - - - - -	95	5	–
{ Outward pilotage	39	17	3				
To balance - - - - - - - -	17	10	6	By paid commission - - - -	2	–	–
£.	97	5	–	£.	97	5	–

3 February 1868. *John Kerr*, Secretary.

PORT OF KIRKCALDY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 201 and 202, and the Rates at p. 202 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

John Walker - - - - - aged 59 | John Walker - - - - - aged 36

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From Roads to Harbour - - - -	55	36 4 6	- - nil - -	55	36 4 6

(2.)—OUTWARDS.

From Harbour to Roads - - - -	11	4 17 6	- - nil - -	11	4 17 6

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

6 February 1868. *John Kerr Gray*, Secretary.

TRINITY HOUSE OF LEITH.

BYE-LAWS.

See pp. 133 and 134 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Archibald Blair, sen. - -	aged 63	Alexander Watson - -	aged 47
Archibald Blair, jun. - - -	39	John Comb - - - - -	59
Andrew Blair - - - -	35	John Dryburgh - - - -	40
Thomas Carnie - - - -	55	Thomas Paterson - - - -	52
David M'Kenzie - - - -	68	John Robertson - - - -	68
David M'Quat - - - -	46	James Graham - - - -	49
James Maxwell, jun. - - -	52	George Jamieson - - - -	49
James Morris - - - -	55	William Wilson - - - -	48
Andrew Stevenson - - -	48		

Limits of License:—From Red Head on the north, and St. Abb's Head on the south of Frith of Forth, up to Alloa.

Limits of License:

George Comb - - - - -	aged 40	From St. Abb's Head and the Red Head to Alloa, *et vice versâ*.
Andrew Coutts - - - - -	36	In the Frith of Forth from St. Abb's Head to Alloa.
James Brock - - - - -	37	From St. Abb's Head and the Red Head to Alloa, *et vice versâ*.
Andrew Harley - - - - -	44	
William Nicoll - - - - -	43	From Leith Roads to the Nore, south; to Pentland Frith on the north side.
George Waterson - - - -	51	From Carron Roads to Cape Wrath, also from Carron to Orfordness, thence to the Nore, *et vice versâ*.
Robert Nicholson - - - -	68	In and out of Leven.
James Gibson - - - - -	51	

Trinity House of Leith—*continued.*

Names of Pilots—*continued.*

		Limits of License:
Alexander Beaton	aged 31	From Red Head, in the Frith of Forth, and St. Abb's Head to Carron Roads, *et vice versâ.*
Alexander Comb	60	
Thomas Hume	50	
James Paterson Kin	50	
James Paterson	60	
Neil Sutherland	41	
William Morrison	37	
Daniel Munro	60	From Leith Roads to Red Head, thence to Duncansbay through the Pentland Frith to Cape Wrath, *et vice versâ.*
William Allan	61	From Alloa to St. Abb's Head, *et vice versâ.*
Henry Bell	65	From Broughty Castle to Perth.
Andrew Edwards	38	From St. Abb's Head on the south side, and Fifeness on the north side, to Alloa, *et vice versâ.*
David Galloway	53	From Stirling to Inchkeith, *et vice versâ.*
Robert R. Noble	22	From St. Abb's Head to Alloa.
Thomas Wilson	58	From Alloa, in Frith of Forth, round the north of Scotland.
John Bell	32	From St. Abb's Head on south side, and Red Head on north side, to Alloa.
Andrew Gilmour	52	From Ness and Bass Rock to Grangemouth, *et vice versâ.*
Robert Finnie	70	From Wemyss Harbour to Roads, *et vice versâ.*
Robert C. Hossack	41	From Leith Roads to the Nore, *et vice versâ.*
John Laing	51	From St. Abb's Head on the south side, and Red Head on the north side, to Alloa.
John Malloch	58	From Leith Roads to St. Abb's Head, and southward to Orfordness, thence to the Nore.
Alexander Brodie	52	From Alloa to St. Abb's Head on the south, and from Alloa to Red Head on the north.
William Bell	47	In and out of Leven.
Alexander Donaldson	25	In the Frith of Forth to Grangemouth.
David Hardie	57	From Island of May to Inchcomb.
David Jamieson	50	From Alloa to St. Abb's Head on the south, and from Alloa to Red Head on the north.
Henry Malcolm	35	From St. Abb's Head and Fifeness to Alloa.
Walter Paterson	48	From Leith Roads to May Island, and Bass Rock to Alloa, *et vice versâ.*
Thomas Wilson	35	From Red Head on the north side, to St. Abb's Head on the south side, to Grangemouth and Alloa.
John Wilson	35	From St. Abb's Head to Grangemouth.
David Stevenson	46	From St. Abb's Head to Alloa, and north to Red Head.
Alexander Simpson	34	From Inchkeith to Alloa, *et vice versâ.*
George Carlaw	45	From Inchkeith, in the Frith of Forth, to Alloa, *et vice versâ.*
Peter Fortheringham	55	From Inchkeith, in the Frith of Forth, to Stirling.
Alexander Graham	30	
Abraham Howling	33	From Leith to the Nore.
John Rintoul	48	From Inchkeith, in the Frith of Forth, to Stirling.
John Martin	57	From May Island to Stirling, including all safe Harbours within these limits, *et vice versâ.*
Andrew Rae	35	From May Island to Alloa, including all safe Harbours within these limits, *et vice versâ.*
John Allan	47	From the Roads of Dysart, in the Frith of Forth, into the Harbours of Dysart and Kirkcaldy, *et vice versâ.*
David Anderson	48	In the Frith of Forth.
Robert Dryburgh	42	From St. Abb's Head to Carron Roads.
William Gardner	45	From Alloa to Fifeness and St. Abb's Head.
James Hay	45	From Ferry-port-on-Craig to Perth, and from Buoy of Tay to Grangemouth, thence to Shields Bar.

Trinity House of Leith—*continued.*

Names of Pilots—*continued.*

		Limits of License:
Henry Edward	aged 49	From St. Abb's Head and Red Head to Alloa, *et vice versâ.*
Robert Marr	67	From the Red Head on the north, and St. Abb's Head on the south of Frith of Forth, to St. Margaret's Hope.
Colin M'Arthur	33	From Red Head to Grangemouth and Alloa.
William Whitehead	63	From St. Abb's Head on the south, to Red Head on the north, to Grangemouth.
William Parker	43	
James Wilson	48	From St. Abb's Head on the south, to Red Head on the north, to Alloa.
John Lindsay	25	
David Paterson	47	In the Frith of Forth.
Charles Sturrock	40	From Ferry-port-on-Craig to Perth.
John M'Vinish	48	From two miles out of Cromarty to Dingwall.
Edward Rodger	61	From Fifeness, May Island, and St. Abb's Head, to Grangemouth and Stirling, including Harbours of Stirling and Alloa.
Andrew Clark	66	From St. Abb's Head to Alloa.
James C. Comb	27	
Alexander Bryce	44	From St. Abb's Head to Grangemouth.
William Carnie	26	
John Boddo	68	From Buoy of Tay to the Nore, and from Buoy of Tay to Mull of Galloway, *et vice versâ.*
Robert Comb	58	From St. Abb's Head to Carron Roads, and from Shields to Stornoway.
George W. Craig	40	From Ferry-port-on-Craig to the Nore, *et vice versâ.*
Thomas F. Colston	61	From Duncansbay Head to the Nore, *et vice versâ.*
Robert Kilpatrick	60	From Leith Roads to London, and also to Pentland Frith.
William Craig	41	From Leith Roads to Orfordness, and also to the Pentland Frith.
Alexander Ross	60	From Tarbet Ness to Bonar Bridge, in and out of the Moray Frith.
Neil Weir	73	From Mull of Galloway to St. Abb's Head, including Frith of Clyde, Hebrides, Orkney Islands, and Frith of Forth.
William Elder	40	From St. Abb's Head on the south, and Red Head on the north, to Alloa.
Alexander Davidson	43	From Methill Roads and Port of Methill.
William Dunsire	38	
William Neill	43	From St. Abb's Head to Alloa.
James Stock	29	From Inchkeith to Carron Roads.
Alexander Young	29	
Thomas Gray	43	From Red Head to the south, thence to Alloa.
Alexander M'Intosh	32	In the Frith of Forth.
Hugh M'Whinnie	45	From Leith Roads to Orfordness, and from Leith Roads thence to Pentland Frith.
David Pert	42	
Thomas Paterson	45	From St. Abb's Head and Red Head to Alloa, *et vice versâ.*
Hugh Stevenson	46	From St. Abb's Head to Alloa.
John Ainslie	67	From May Island, westward, to Stirling.
John M'Lauchlan	—	In the Frith of Forth.
William Noble	57	
John Punton	43	From Leith Roads to London, also to Pentland Frith.
James Simpson	35	In the Frith of Forth.
Robert W. Wilson	50	In and out of Greenock.
John Ferguson	—	From Red Head to the south, thence to Alloa.

Note.—Several of the pilots, besides their Trinity House licenses, hold also harbour licenses under other pilotage authorities, such as the Commissioners for the Harbour and Docks of Leith. No assistant pilots or apprentices are recognised by the Trinity House.

Rates of Pilotage.—The Rates printed at p. 105 of Parl. Paper, No. 5 of Sess. 2 of 1857, still remain in force.

TRINITY HOUSE OF LEITH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMARKS.
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From May Island, &c. to Leith Roads.	22	54 – –	8	20 12 3	57	154 4 7	14	46 9 –	101	275 5 10	
Into Aberdeen	–	– – –	–	– – –	–	– – –	1	5 – –	1	5 – –	
Into Alloa	6	14 1 –	9	12 13 –	33	74 1 6	11	23 13 6	59	124 9 –	
Into Anstruther	11	8 – –	–	– – –	2	1 – –	–	– – –	13	9 – –	
Into St. Andrew's	93	81 19 6	–	– – –	11	16 14 3	–	– –	104	98 13 9	
Into Bo'ness	22	16 17 9	2	3 3 –	5	15 9 –	1	1 5 –	30	36 14 9	
Into Burntisland	28	26 18 8	4	3 8 –	12	15 13 –	1	– 12 –	45	46 11 8	
Into Carron Roads	1	– 7 6	–	– – –	2	4 – –	–	– –	3	4 7 6	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Into Charleston	11	10 4 6	–	– – –	29	48 12 –	4	6 15 –	44	65 11 6	
Into Clackmannan	–	– – –	–	– – –	1	1 5 –	1	– 10 –	2	1 15 –	
Into Dingwall	37	41 19 4	–	– – –	–	– – –	–	– – –	37	41 19 4	
Into Dysart	9	5 6 6	–	– – –	30	16 14 6	–	– – –	39	22 1 –	
Into St. David's	2	1 18 –	–	– – –	11	6 19 –	–	– – –	13	8 17 –	
Into Eden Water	9	8 18 6	–	– – –	–	– – –	–	– – –	9	8 18 6	
Into Grangemouth	67	116 19 6	45	65 16 6	83	185 19 4	45	77 4 –	240	445 19 6	
Into Granton	13	14 13 –	1	3 13 6	7	10 13 3	2	2 13 –	23	31 12 9	
Into Inverkeithing	6	3 16 –	1	1 – –	–	– – –	10	6 10 –	17	11 6 –	
Into Kennet Pans	–	– – –	–	– – –	1	1 7 6	–	– – –	1	1 7 6	
Into Kirkcaldy	–	– – –	–	– – –	1	2 2 –	–	– – –	1	2 2 –	
Into Kincardine	–	– – –	–	– – –	3	6 18 6	–	– – –	3	6 18 6	
Into Leven	31	19 18 –	–	– – –	4	2 14 –	–	– – –	35	22 12 –	
Into Muthill	37	21 – –	–	– – –	3	1 16 –	–	– – –	40	22 16 –	
Into St. Margaret's Hope	–	– – –	–	– – –	1	2 15 –	1	2 14 9	2	5 9 9	
Into Newburgh	3	2 7 –	2	5 16 –	3	3 6 –	6	9 11 –	14	21 – –	
Into Pittenweem Harbour	10	7 2 4	–	– – –	–	– – –	–	– – –	10	7 2 4	No rates fixed by Trinity House.
Into Pentland Frith	1	5 10 –	2	21 10 –	3	20 – –	1	14 – –	7	61 – –	
Into Pettycur	2	1 – –	–	– – –	1	– 10 –	–	– – –	3	1 10 –	
Into Perth	2	4 15 –	–	– – –	9	18 7 –	–	– – –	11	23 2 –	
Round the whole Coast of Scotland and Orkney Islands, and Shetland, &c.	22	4 13 –	–	– – –	–	– – –	–	– – –	22	4 13 –	
From Tarbet Ness to Tain, Portmahomack, Bonar Bridge, and Moray Frith.	152	115 15 –	–	– – –	–	– – –	–	– – –	152	115 15 –	
Into Wemyss Harbour	119	38 8 –	19	6 17 10	8	2 18 –	15	4 18 –	161	53 1 10	
TOTAL	716	626 8 1	93	144 10 1	320	613 19 5	113	201 15 3	1,242	1,586 13 10	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns by the pilots.

Trinity House of Leith—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMARKS.
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
Out of Alloa	23	27 5 –	8	9 12 –	43	48 14 –	21	23 2 6	95	108 13 6	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Out of Anstruther	12	8 11 –	–	– –	2	1 5 5	–	– –	14	9 16 5	
Out of Bo'ness	19	9 16 –	–	– –	–	– –	–	– –	19	9 16 –	
Out of Burntisland	15	17 16 –	–	– –	12	11 9 6	–	– –	27	29 5 6	
Out of Charleston	25	27 – –	–	– –	155	151 19 6	–	– –	180	178 19 6	
Out of Clackmannan	3	1 8 –	–	– –	18	16 9 6	6	6 16 6	27	24 14 –	
Out of Dingwall	1	12 – –	–	– –	–	– –	–	– –	1	12 – –	
Out of Dundee	3	30 4 –	1	5 – –	5	37 13 6	–	– –	9	72 17 6	
Out of Dysart	9	5 6 6	–	– –	29	16 7 6	–	– –	38	21 14 –	
Out of St. David's	–	– –	–	– –	21	7 6 –	–	– –	21	7 6 –	
Out of Grangemouth	56	72 1 7	19	27 6 6	43	81 13 6	16	20 11 –	134	201 12 7	
Out of Granton	8	40 10 –	–	– –	1	1 10 –	–	– –	9	42 – –	
Out of Inverkeithing	4	3 4 –	–	– –	–	– –	–	– –	4	3 4 –	No rates fixed by Trinity House.
Out of Kennet Pans	–	– –	–	– –	34	16 12 –	–	– –	34	16 12 –	
Out of Kincardine	–	– –	–	– –	1	– 17 –	–	– –	1	– 17 –	
Out of Kirkwall to the Downs	1	27 11 3	–	– –	–	– –	–	– –	1	27 11 3	
Out of Leith	6	66 – –	–	– –	18	118 3 –	2	8 – –	26	192 3 –	
Out of Leven	31	19 10 –	–	– –	4	3 13 –	–	– –	35	23 3 –	
Out of Muthill	38	22 13 –	–	– –	1	11 – –	–	– –	39	33 13 –	
Out of Pittenweem	10	7 2 5	–	– –	–	– –	–	– –	10	7 2 5	
Out of Wemyss Harbour	119	39 18 –	21	6 16 6	5	1 7 –	12	4 5 –	157	52 6 6	
Total	383	437 16 9	49	48 15 –	392	526 – 5	57	62 15 –	881	1,075 7 2	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns by the pilots.

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

ACCOUNT of Monies Received and Expended in respect of Pilotage.

	£. s. d.		£. s. d.
To amount of fees received from applicants for licenses and certificates	99 14 –	By amount paid for pensions or superannuations	99 14 –

19 March 1868.

William D. Carstairs, Secretary.

HARBOUR AND DOCKS OF LEITH.

See Appendix.

PORT OF LOSSIEMOUTH.

No information received.

PORT OF MACDUFF.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 138 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates printed at p. 93 of Parl. Paper, No. 270 of 1862, are still in force.

AMOUNT received for Pilotage of Vessels in 1867.

Inwards.	Number of Vessels.	Amount.	Outwards.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
Coasters	233		Coasters	233	
Oversea	39		Oversea	39	
	272	72 10 –		272	72 10 –
Extra work	–	38 – –	Extra work	–	68 – –
Total £.		110 10 –	Total £.		140 10 –

ACCOUNT of Monies received and expended by or on behalf of Pilots or Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	72 10 –	By amount paid to pilots	251 – –
	Outward pilotage	72 10 –		
To amount received for extra work		106 – –		
£.		251 – –	£.	251 – –

30 January 1868.

James Farquharson.

PORT OF PETERHEAD.

REGULATIONS and RATES of FARE at and within the Port and Harbours of *Peterhead.*

See pp. 138 and 139 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James Cordiner	aged 64	George Milne	aged 26
James Thain	35	Charles Alexander	44
Thomas Youll	41	Andrew Milne	56
James Herd	44	John Robertson	39
Alexander Geddes	33	William Buchan	43
Alexander Watt	42	John Buchan	31
George Strachan	33	Alexander Strachan, junior	46
Robert Ritchie	40	John M'Lean	37
Alexander Leask	45	Robert Milne	65
Robert Slessor	51	Matthew Nicol	55
Robert Strachan	35		
John Geddes	38	Alexander Robertson	52
Robert Taylor	32	George Cordiner	28
John Coull	49	Alexander Strachan, senior	48
John Watt	66	Alexander Strachan, tertius	27
William Mackie	50	George Ritchie	37

RATES of PILOTAGE.

The Rates printed at p. 113 of Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS AND OVERSEA.		FOREIGN VESSELS. COASTERS AND OVERSEA.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Into the Harbours of Peterhead	519	164 2 11	59	23 2 –	578	187 4 11

(2.)—OUTWARDS.

Out of the Harbours of Peterhead	519	164 2 11	59	23 2 –	578	187 4 11

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	2 6 6	By amount paid for salary of secretary	2 6 6
To gross amount received for — Inward pilotage	187 4 11	By amount paid for salary of captain pilot	90 – –
— Outward pilotage	187 4 11	By amount paid for rent of offices, &c.	6 – –
		By amount paid to pilots	345 11 10
To balance provided from the revenue derived by the trustees of the harbours of Peterhead	67 2 –		
£.	443 18 4	£.	443 18 4

21 April 1868.

William Boyd, Secretary.

PORT OF ROSEHEARTY.

BYE-LAWS and REGULATIONS.

See pp. 140 and 141 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 141 of Parl. Paper, No. 408 of 1867. Add the name of Andrew Ritchie.

RATES of PILOTAGE.

See p. 84 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From 300 to 400 yards - - - - -	30	12 10 6	-	- -	3	1 6 2	33	13 16 8

(2.)—OUTWARDS.

From 300 to 400 yards - - - -	15	5 19 9	15	6 10 9	3	1 6 2	33	13 16 8

Note.—The Pier of Rosehearty, which extends into deep water, makes it unnecessary to give the distances from which the vessels are piloted from, as vessels come to at the mouth of the Harbour.

ACCOUNT of MONIES received in respect of PILOTAGE.

The Pilots here being fishermen, and the number of vessels being so few that use this Port, they divide the Pilotage among the boat's crew, and have no funds, and are at no expense but their services.

1 February 1868. *John Malcolm*, Clerk.

PORT OF WICK.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 85 of Parl. Paper, No. 433 of 1866. Add the name of Dugald Adamson, aged 43; and omit that of James M'Kay.

RATES of PILOTAGE.

See p. 85 of Parl. Paper, No. 433 of 1866.

AMOUNT received for Pilotage of Vessels in 1867.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From a line drawn from the North Head to the South Head of Wick Bay.	150	67 10 –	218	218 – –	10	6 5 –	62	75 15 2	440	367 10 2

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£ s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage -	183 15 1	By amount paid for salaries of secretary, clerk, and other officers - - - -	4 3 –
To gross amount received for outward pilotage	183 15 1		
To amount received from other sources - -	48 9 9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	3 18 –
		By balance paid the pilots weekly by the pilot master - - - - - -	407 18 11
£.	415 19 11	£.	415 19 11

6 January 1868.

Gilbert B. Rutherford, Captain, R.N., Secretary.

IRELAND.

PORT OF BALLINA.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 143 of Parl. Paper, No. 408 of 1867. Add the name of Mark M'Nulty, aged 38, Inside Pilot; omit the name of Michael Loughney.

RATES of PILOTAGE.

2 *s.* per foot on draught of water on coasting vessels; 3 *s.* per foot on draught of water on foreign-going vessels.

AMOUNT received for Pilotage of Vessels in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.
From the Bar to the Quay - -	24	20 5 –	97	88 13 –	-	nil -	1	1 16 –	122	110 14 –

(2.)—OUTWARDS.

From the Quay to the Bar - -	43	39 17 –	78	65 15 –	-	nil -	1	1 – –	122	106 12 –

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - -	Inward pilotage -	110 14 –	By amount paid to pilots - - - -	217 6 –
	Outward pilotage	106 12 –		
	£.	217 6 –	£.	217 6 –

22 April 1868. *John M'Culloch*, Secretary.

PORT OF BELFAST.

REGULATIONS issued by the Harbour Commissioners. *See* pp. 164 to 166 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

No change.

RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
COASTERS.				OVERSEA.									
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,809	845 1 7	2,865	1,265 12 5	19	14 2 6	166	168 10 –	22	18 8 –	108	102 18 3	4,989	2,414 12 9

(2.)—OUTWARDS.

486	246 11 8	608	352 2 6	7	4 2 –	1	– 16 –	7	5 13 –	7	5 14 9	1,116	614 19 11

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	2 5 –	By amount paid for or in respect of pilot boats, wages to masters, mates, and boatmen	870 19 10
To gross amount received for { Inward pilotage	2,414 12 9	By amount paid for pensions or superannuations	44 – –
{ Outward pilotage	614 19 11	By pilots' wages	3,029 12 8
To amount received from other sources, including 20 per cent. off pilots' wages	693 14 2		
To balance	219 – 8		
£.	3,944 12 6	£.	3,944 12 6

30 May 1868. *William Thompson*, Secretary.

PORT OF COLERAINE.

No information can be given.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE,

EXTRACTED from the Bye-Laws for the Government of the Port, Harbour, and River of *Cork*.

54. The pilotage limits are the river, harbour, and port of Cork, the southern or seaward boundary of which is a straight line extending from Poor Head on the east, to Cork head on the west. Pilotage limits.

55. The pilotage rates shall be as follows : Pilotage rates.

For all Vessels and Lighters, British and Foreign, either coming from Sea with a Pilot, or going out to Sea with a Pilot, Coasters and Colliers included.

VESSELS OR LIGHTERS.	To Queenstown Inwards.	From Queenstown Outwards.	To Passage Inwards.	From Passage Outwards.	To Cork Inwards.	From Cork Outwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Under 80 tons - - - - - -	- 9 -	- 3 -	- 12 -	- 4 -	1 - 3	- 6 9
Amounting to 80 {tons, and not amounting to} 120 tons	- 16 10	- 5 8	- 18 9	- 6 3	1 7 -	- 9 -
„ 120 „ 160 „	1 2 6	- 7 6	1 10 -	- 10 -	1 17 6	- 12 6
„ 160 „ 220 „	1 10 -	- 10 -	1 17 6	- 12 6	2 5 -	- 15 -
„ 220 „ 300 „	2 5 -	- 15 -	3 - -	1 - -	3 15 -	1 5 -
„ 300 „ 400 „	2 12 6	- 17 6	3 7 6	1 2 6	4 2 6	1 7 6
„ 400 „ 500 „	3 - -	1 - -	3 15 -	1 5 -	4 10 -	1 10 -
„ 500 „ 600 „	3 6 -	1 4 -	4 1 -	1 9 -	4 16 -	1 14 -
„ 600 „ 700 „	3 12 -	1 8 -	4 7 -	1 13 -	5 2 -	1 18 -
„ 700 „ 800 „	3 18 -	1 12 -	4 13 -	1 17 -	5 8 -	2 2 -
„ 800 „ 900 „	4 4 -	1 16 -	4 19 -	2 1 -	5 14 -	2 6 -
„ 900 „ 1,000 „	4 10 -	2 - -	5 5 -	2 5 -	6 - -	2 10 -

And Inwards.—For all vessels and lighters, 6 *s.* to be added for every 100 tons or surplus fraction (not being less than 50 tons) of every 100 tons over 1,000 tons, up to and including 2,000 tons surplus; and for every 100 tons, or like fraction of 100 tons over 2,000 tons surplus, as far as a vessel of 5,000 tons inclusive, 3 *s.*

And Outwards.—For all vessels and lighters, 4 *s.* to be added for every 100 tons or surplus fraction (not being less than 50 tons) of every 100 tons over 1,000 tons, up to and including 4,000 tons surplus.

The rates in the above Table to be one-fourth more from every 30th of September to every 31st of March, both days inclusive.

The excess over 5,000 tons is not to be charged with pilotage rate, either inwards or outwards.

For every Vessel or Lighter (British and Foreign) using a Pilot, only within the Limits in this Table, Coasters and Colliers included.

VESSELS OR LIGHTERS.	Queenstown to Passage.	Passage to Queenstown.	Queenstown to Cork.	Cork to Queenstown.	Passage to Cork.	Cork to Passage.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Under 80 tons - - - - - -	- 6 -	- 4 -	- 9 -	- 6 -	- 6 -	- 4 -
Amounting to 80 {tons, and not amounting to} 120 tons	- 8 -	- 5 8	- 12 6	- 8 2	- 8 -	- 6 4
„ 120 „ 160 „	- 10 -	- 6 8	- 15 -	- 10 -	- 10 -	- 6 8
„ 160 „ 220 „	- 12 6	- 8 4	- 17 6	- 12 -	- 12 6	- 8 4
„ 220 „ 300 „	- 15 -	- 10 -	1 - -	- 13 4	- 17 6	- 12 8
„ 300 „ 400 „	- 17 6	- 12 -	1 10 -	1 - -	1 - -	- 13 4
„ 400 „ 500 „	1 - -	- 13 4	1 15 -	1 3 4	1 5 -	- 16 8
„ 500 „ 600 „	1 2 6	- 15 -	1 17 6	1 5 -	1 7 6	- 18 4
„ 600 „ 700 „	1 5 -	- 16 8	2 - -	1 6 8	1 10 -	1 - -
„ 700 „ 800 „	1 7 6	- 18 4	2 2 6	1 8 4	1 12 6	1 1 8
„ 800 „ 900 „	1 10 -	1 - -	2 5 -	1 10 -	1 15 -	1 3 4
„ 900 „ 1,000 „	1 12 6	1 1 8	2 7 6	1 11 8	1 17 6	1 5 -

Add 2 *s.* 6 *d.* for every 100 tons or surplus fraction (not being less than 50 tons) of every 100 tons over 1,000 tons, up to and including 4,000 tons surplus above 1,000 tons as far as a vessel of 5,000 tons inclusive.

The excess over 5,000 tons is not to be charged with pilotage rate.

PORT OF CORK—*continued.*

The rates to and from Monkstown, and to and from the East Ferry, to be the same as those to Passage; and the rates to and from Ballinacurra to be the same as those to Cork.

Vessels or lighters proceeding to Blackrock, or higher up, to pay the same rates as to Cork, or lower down than Blackrock, to pay the same rates as to Passage.

Pilot, in case of extra detention in the vessel or lighter, north of the southern limits of the Port, to be paid 5*s.* per day in addition to his pilotage.

Any pilot placing a vessel or lighter in any berth to which a harbour master objects, shall remove her without charge.

When the vessel or lighter is towed by a steamer, the pilot's charge is one-fourth less than the before-mentioned rates.

Pilot, before leaving the vessel, to moor her in accordance with these bye-laws.

No pilot shall make his own terms.

56. No pilot allowed to make terms for himself.

Licensed to supersede unlicensed pilots.

57. Vessels or lighters having coast pilots on board, such pilots (unless furnished with license from the Commissioners) shall be superseded by pilots licensed by the Commissioners, at and within the limits hereby established.

Licensed pilot being competent may act as coast pilot.

58. Licensed pilots being competent to act as coast pilots allowed to do so.

Pilots to show licenses and these laws.

59. Pilots to show their licenses on boarding vessels or lighters, and to be furnished with a copy of these regulations, which they are directed to show the captain at the same time.

Forfeiture of license.

60. Any pilot declared by the Commissioners guilty of misconduct shall forfeit his license.

License suspended if pilot passes a vessel signalling for a pilot.

61. Any pilot passing a vessel or lighter with a signal for a pilot up, without going on board, to be suspended, and to deposit his license with the Commissioners.

License suspended if vessel gives or receives damage.

62. When any vessel or lighter in charge of a pilot does or receives any damage, he shall not act as a pilot, and shall deposit his license with the Commissioners until the case is investigated.

Pilot boats to be licensed, &c.

63. Every pilot shall have his pilot boat or vessel duly approved of and licensed as required by the 345th section of "The Merchant Shipping Act, 1854," and distinguished by the characteristics set forth in the 346th section of same Act.

Pilot's uniform.

64. Every pilot shall procure, at his own expense, a jacket, waistcoat, and trousers, of good blue cloth, with gilt buttons, having the Cork arms in relief on the buttons, and of which there shall be 12 on the jacket, and six on the waistcoat; and he shall always wear that dress when on duty or out of doors; and no pilot shall appear on duty or out of doors unless dressed according to the requirements of this bye-law.

Pilot to hoist flag, &c.

65. Every pilot shall provide himself with a flag at least three feet long by at least two feet broad, coloured white, and with the number of his license shown thereon in black figures, at least eight inches high and three inches broad. On taking charge as pilot of any vessel or lighter he shall cause his flag to be hoisted on board such vessel or lighter at the gaff end, under the ensign, and he shall keep his flag continually flying until he is discharged, or until he is relieved by another pilot. This bye-law shall apply in the cases of all vessels and lighters outward or inward bound, at sea or in port, under weigh or at anchor, and under all circumstances, not only so long as the vessel or lighter is in charge of a pilot, but so long as the pilot remains on board.

Report by pilot to harbour master.

66. Every pilot on bringing a vessel or lighter into port shall immediately on her arrival in port, and every pilot taking a vessel or lighter out of port shall immediately on his return into port, deliver and leave at the office of the deputy harbour master at Queenstown, in the form set forth at foot of this bye-law, a statement signed by him, of the name and nation of such vessel or lighter, her master's name, her tonnage, the nature of her cargo, to what port she belongs, and where bound; and in the case of an arrival, the time of her arrival within the limits of the port, and in the case of a departure, the time of her quitting the limits of the port.

Ship's Name and Nation.	To what Port belonging.	Master's Name.	Where from.	Where Bound.	Tonnage.	Cargo.	Time of Arrival.	Time of Departure.

PORT OF CORK—*continued.*

NAMES of BRANCH PILOTS.

Queenstown.

John Whelan	aged 62
John Murphy	55
Patrick Murphy	43
Richard Cotter	41
Maurice Crotty	42
Edward Dunn	40
John Lynch	41
Thomas Ahern	61
John Olden	62
Hugh White	59
Edward Cotter	53
James Bansfield	53
William Hartnett	56
James Hartnett	37
Daniel Allen	58
John Horrigan	53
James Nash	50
Michael Connor	54
Patrick Burke	56
Michael Shields	57
Thomas Lynch	32
Edward Cotter, jun.	39
John Terry	45
John Lynch	45
John Barry	43
Thomas Barry	32
John Carrick	29
John Walsh	56
John Allen	30
Martin Webb	37
Michael Lamb	50
William Smith	25
William Barry	49
Patrick Saunders	50
Thomas Saunders	45
John Smith	37
Peter Ahern	42
James Kirby	52
Edmond Butler	28
John Cotter	57
Michael Geary	36
William Dunn	55
Thomas Sweeny	40
William Downey	57
Edward Smith	54
James Saunders	36

Queenstown—continued.

John M'Carthy	50
David Dorgan	46
William Mulligan	51
Bartholomew Mulcahy	33
James Avon	56
Thomas Neill	34
John Murphy	34
Thomas Martin	25
John Barry	40
Patrick Whelan	61
John Saunders	35
William Cotter	43
Michael Donovan	30
Timothy Irwin	35

Ballinacurra.

Daniel Leary	58
John Cunningham	56

Ballycotton.

David Sullivan	49

Poor Head.

William Dunn	56
Samuel Dunn	37

Cape Clear.

Daniel Cadogan	31
Michael Cadogan	41

Kinsale.

Michael Nugent	47
John Hurley	42
Edward M'Carthy	70
John Fleming	57
Daniel Brien	59

Kinsale—continued.

Robert Nugent	37
Timothy Hayes	47
Bartholomew Hurley	58
Patrick M'Carthy	67

Crookhaven.

Thomas Downey	57
Thomas Ellis	42
Jeremiah Mahoney	43
Denis Mahony	39
John Mahony	52
Andrew Beazley	41

River Pilot.

John Gorman	35

Branched Captains of Steam Ships.

William L. Tooker	59
Stephen S. Mowle	64
Edward Byrne	52
Robert Staveley	48
Henry C. Raynes	35
Stephen Bertridge	42
James Doran	50
Francis John Croft	31
Richard Holland	40
Thomas Perry	46
John Crawford	39
William O'Toole	39
S. Anderson	50
T. Simmelkiar	35
L. G. Star	35
John Stirling	34
John M'Keller	37
William Davis	46

TOTAL - - - 94 Pilots,
exclusive of Captains of Steam Ships.

AMOUNT received for PILOTAGE of VESSELS in 1867.

The Commissioners have no means of ascertaining what amount has been received by the pilots.

April 1868. *James S. Sugrue*, Secretary.

PORT OF DROGHEDA.

BYE-LAWS issued by the Harbour Commissioners.

See p. 147 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See Parl. Paper, No. 433 of 1866. Omit the names of Nicholas Boylan and John Owens. Add the name of Thomas Cunningham.

RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTAL	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
From the Bay to the Quay of Drogheda.	218	147 3 –	266	134 13 3	–	nil –	4	6 – –	7	7 17 6	11	13 17 6

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay.	378	255 3 –	106	71 11 –	–	nil –	8	10 – –	3	2 16 3	11	12 16 3

Note.—The total number of ships that arrived at and sailed from this port for the past year was 495, including 11 privileged ships.

The gross amount of pilotage was, inward and outward	£. 635 4 –
Less 2½ per cent. commission	15 17 1
	£. 619 6 11

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	– 5 –	By amount paid secretary, being 2½ per cent. commission on gross amount of pilotage received	15 17 1
To gross amount received for Inward pilotage	295 13 9	By amount paid for two pilot's certificates	– 5 –
To gross amount received for Outward pilotage	339 10 3	By amount paid pilots	619 6 11
£.	635 9 –	£.	635 9 –

15 April 1868.

John M'Namara, Secretary.

PORT OF DUBLIN.

BYE-LAWS made by the Corporation for Preserving and Improving the Port of *Dublin*, with respect to Pilots, Pilot Boats, and Pilotage.

See pp. 148 and 149 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Denis Mooney - - - aged 70	Matthew Shannon - - aged 56	Joseph Swords - - - aged 28
Patrick Doyle - - - 58	George Archbold - - - - 50	Patrick Byrne - - - - 36
George Warren - - - - 48	John Irwin - - - - - 46	Laurence Murphy - - - 29
James Doyle - - - - 49	Richard Baxter - - - - 48	Joseph Archbold (2) - - - 38
James Warren - - - - 47	Hugh Tallant - - - - 44	Terence Smyth - - - - 31
James Langan - - - - 58	Patrick Archbold - - - - 44	Patrick Sharkey - - - - 32
Christopher Tallant (1) - - 57	Bartholomew Tallant - - - 44	Thomas Roche - - - - 24
James Kelley - - - - 47	James Murphy - - - - 49	Robert Foster - - - - 32
Michael Doyle - - - - 48	Patrick Murphy - - - - 48	Thomas Chesnutt - - - - 27
James Sharkey - - - - 38	Christopher Tallant (2) - - 35	Joseph Morris - - - - 25
John Hammond - - - - 59	Joseph Archbold (1) - - - 37	John Bowes - - - - 25
Michael Swords - - - - 59	Patrick Doyle - - - - 29	Peter Glynn - - - - 24
Samuel Connor - - - - 58	Joseph Warren - - - - 34	James Byrne - - - - 24
John Murphy - - - - 56	Peter Tallant - - - - 30	John Archbold (2) - - - 25
Joseph Kearans - - - - 50	Christopher Archbold - - - 30	William Flowers - - - - 26
John Baxter - - - - 57		

NAMES of APPRENTICES.

Richard Archbold - - aged 19	Lawrence Swords - - - aged 17	Daniel Mooney - - - aged 28
William Duff - - - - 19	William Warren - - - - 19	James Cullen - - - - 31
Thomas Doyle - - - - 18	James Murray - - - - 25	James Daley - - - - 26
Matthew Farrall - - - - 20	George Morris - - - - 23	Nicholas Baxter - - - - 17
John Baxter - - - - 18	John Warren - - - - 18	

AMOUNT received for Pilotage of Vessels in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.		
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From outside to Dublin - -	2,274	3,017 13 8	211	596 19 8	1	1 - -	168	521 14 -	2,654	4,137 7 4	
From inside to Dublin - -	1,393	1,081 5 9	92	169 14 7	-	- -	42	97 2 5	1,527	1,348 2 9	
From outside to Kingston - -	191	203 16 -	18	60 9 3	-	- -	6	11 9 6	215	275 14 9	
From inside to Kingston - -	101	53 1 -	4	4 6 -	-	- -	1	1 5 6	106	58 12 6	
TOTAL - - -	3,959	4,355 16 5	325	831 9 6	1	1 - -	217	631 11 5	4,502	5,819 17 4	Irish.
										5,372 3 9	British.

(2.)—OUTWARDS.

From Docks and Quays to Poolbeg Lighthouse - - - -	1,009	459 10 9	36	19 17 6	40	17 18 3	17	8 16 6	1,102	506 3 - Irish.
										467 4 4 British.

PORT OF DUBLIN—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates	53	3	–	By balance from last account	3,938	6	1
To amount received as contribution to Superannuation or Widows' Fund	379	3	1	By amount paid for salaries of secretary, clerk, and other officers	250	–	–
To gross amount received for Inward pilotage	5,255	17	11	By amount paid for or in respect of pilot boats, buoys, &c.	1,512	12	5
To gross amount received for Outward pilotage	451	3	10	By amount paid for pensions or superannuations	190	10	–
Differences of dues on foreign vessels:—				By Inward pilotage	4,258	10	3
Inwards	430	5	–	By outward pilotage	455	7	6
Outwards	17	14	–	By difference of dues on foreign vessels	361	18	–
To balance	4,379	17	5				
£.	10,967	4	3	£.	10,967	4	3

31 January 1868. *Robert Willson,* Pilot Master.

PORT OF DUNDALK.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See Parl. Paper, No. 433 of 1866.

RATES of PILOTAGE.

The Rates printed in Parl. Paper, No. 516 of 1855, p. 244, and in Parl. Paper, No. 5, Sess. 2 of 1857, p. 121, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
Inwards	410	237 2 10	234	187 2 –	7	12 9 9	10	18 4 2	nil	661	454 18 9
Outwards	489	213 – 3	155	41 7 3	8	15 9 3	9	13 – 6	nil	661	282 17 3
TOTAL Inwards and Outwards	899	450 3 1	389	228 9 3	15	27 19 –	19	31 4 8	–	1,322	737 16 –

PORT OF DUNDALK—*continued.*

GENERAL ABSTRACT of the ACCOUNTS of the COMMISSIONERS for the Year ending 31st December 1867.

Dr.	£. s. d.	£. s. d.	£. s. d.
Balance on foot of account for year ending 31st December 1866	- - -	- -	1,311 5 10
Cargo dues:			
Sailing vessels	1,015 4 9		
Steam vessels	1,274 8 5	2,289 13 2	
Port dues: £. s. d.			
Tonnage: Steamers 1,779 8 5			
Tonnage: Coasters 1,373 13 3			
Tonnage: Foreigners 129 6 -	3,282 7 8		
Pilotage	737 16 -		
Ballast (14,564 tons)	357 7 6		
Towages	622 12 2		
Anchorage	268 17 6	5,269 - 10	
Incidentals:			
Old stores sold	- -	1 4 8	
Interest allowed by bank on current balance	- -	5 8 4	7,565 7 -
		£.	8,876 12 10

Cr.	£. s. d.
Total Payments for Year ending 31st December 1867, viz.:—	
Dredging	1,775 - 5
Handfilling	69 7 9
Tug-boat	706 2 9
Maintaining embankments, inner harbour	65 10 3
Buoys, perches, and beacons, and lighting same	340 6 3
Pilotage	722 2 7
Ballast	366 13 1
Interest on debentures, less income tax	948 18 4
Income tax	16 1 8
Salaries and wages	515 - -
Rents and taxes	33 19 8
Printing, stationery, and stamps	63 11 8
Incidentals	72 13 10
Life boat	25 1 7
Superannuation	41 15 -
Outer harbour improvements	1,797 15 11
Sinking fund for year ending August 1867	487 10 -
Parliamentary expenses	50 - -
Audit fees for year ending 31st December 1866	10 10 -
Officers' annual outfit	11 5 6
Law expenses	235 - -
Interest paid bank on over-draft	6 1 1
	8,360 7
Balance in Bank and Harbour Office on close of year 1867	516 5 6
£.	8,876 12 10

LIABILITIES.

	£. s. d.
Amount of debt due to debenture holders up to and ending 31st December 1867	19,500 - -
£.	19,500 - -

ASSETS.

	£. s. d.
Balance on foot of above account	516 5 6
Invested as sinking fund for paying off debentures	2,138 8 9
Amount due by Dundalk Steampacket Company for month of December 1867	276 14 10
Value of vessels and stock, the property of the Dundalk Harbour Commissioners, as taken on the 31st December 1867	12,439 9 11
£.	15,370 19 -

COMPARATIVE SUMMARY.

YEARS.	TONNAGE. Steamers.	Coasters.	Foreigners.	Totals.	Total Receipts.
					£. s. d.
1865 - -	89,221	46,436	4,291	139,948	7,073 14 9
1866 - -	88,021	51,250	3,234	142,505	7,344 7 -
1867 - -	87,087	54,971	3,448	145,506	7,565 7 -

6 January 1868.

Thomas J. Pooler, Secretary.

PORT OF GALWAY.

BYE-LAWS and RATES of PILOTAGE.

See Parl. Paper, No. 433 of 1866.

NAMES of PILOTS.

William Evans, Master Pilot	aged 50	*Limits of License*:—From the Roadstead to the Dock, and *vice versâ*.
Niel Delargny	38	
Patrick Connolly	38	*Limits of License*:—From Roadstead to Arran Island.
John Lee	30	
Martin M'Donough	55	
Michael Oliver	42	
Bartholomew Oliver	40	*Limits of License*:—From Arran Island to Galway Roadstead.
Michael Jones	55	
Stephen Joyce	25	
John Joyce	25	
Bartholomew M'Donough	40	

AMOUNT received for PILOTAGE of VESSELS in 1867.

	£.	s.	d.
From Galway Roadstead, and *vice versâ*	169	3	9
From Galway Roadstead to Arran, and *vice versâ*	107	16	–
TOTAL £.	276	19	9

28 February 1868.

William Evans, Master Pilot.

PORT OF LIMERICK.

BYE-LAWS.

No additional Bye-laws since last Return for 1866.

REGULATIONS for PILOTS and RATES of PILOTAGE for the Port and Harbour of *Limerick*.

THE Limerick Harbour Commissioners, by virtue of the powers vested in them by an Act entitled "An Act for the erection of a Bridge across the River Shannon, and of a Floating Dock, to accommodate sharp vessels frequenting the Port of Limerick," have adopted the following Rates and Rules for the Regulation of Pilots in the Port and Harbour of Limerick, which are henceforward to be observed by all persons concerned:

SCHEDULE OF RATES.

All Vessels taking Pilots to Pay for every foot of such Vessel's Draught of Water,	Of 8 feet, and not exceeding 12 feet Draught of Water.	Over 12 feet, and not exceeding 14 feet Draught of Water.	Over 14 feet, and not exceeding 17 feet Draught of Water.
	s. d.	s. d.	s. d.
Between Limerick and Foynes' Island	2 6	3 –	4 –
Between Limerick and Labasheeda	3 –	3 6	4 6
Between Limerick and Tarbert, or Scattery, if required	3 6	4 –	5 –

Vessels over 17 feet draught of water to be paid for according to agreement. Any dispute to be referred to the Commissioners.

Vessels coming in from sea, boarded to the westward of Kilcredane Point, to pay in addition to these rates 6*d*. per foot.

Any vessels westward to Loop's Head, 1*s*. per foot.

All vessels bringing up at Tarbert Roads, or any other anchorage below Tarbert Roads, to pay half the present rates of pilotage to Limerick.

All vessels bringing up at any other anchorage, between Tarbert and Beigh Castle, to pay two-thirds of the present rates of pilotage to Limerick.

SCHEDULE OF RATES FOR CLARE.

From Sea to Mouth of Clare River	Foynes' Rates.
From Limerick to Clare River	Foynes' Rates.
From Foynes to Smith's Island	2*s*. per foot.
From Smith's Island to Clare Quay and *vice versâ*.	2*s*. per foot.
From Foynes to Clare Quay	3*s*. per foot.

N.B.—In all cases of disagreement or of dispute between ship-masters and pilots, and of whatever nature, application is to be made to the Harbourmaster, who will, under the warrant and authority of the Harbour Commissioners, direct and advise the course necessary to be taken; but in no case will a pilot be permitted to resort to legal proceedings, unless in the event of any vessel being about to leave port and thereby avoid the reference to Commissioners or Harbourmaster.

PORT OF LIMERICK—*continued.*

EXTRACT from the Limerick Bridge Act, 4th Geo. 4, c. 94, s. 73.

73. "And be it further enacted, that from and after the passing of this Act no person shall offer himself as a pilot, or shall take charge of any vessel arriving at or sailing from the said port and harbour of Limerick, save and except such persons as may be appointed for that purpose by the said Commissioners for the execution of this Act; and if any person or persons, other than such as shall be so licensed or appointed by the said Commissioners, shall take charge of any vessel arriving at or sailing from the said port or harbour, such person or persons, for every such offence, shall forfeit and pay any sum not exceeding 5*l.*; provided always, that the person or persons who shall have taken charge of any ship or vessel arriving in the harbour or port of Limerick, at any other place than the mouth of the said harbour, shall, upon the arrival of such vessel within the headlands of the harbour, or as soon after as any pilot nominated and appointed by the said Commissioners, under the authority of this Act, shall board or offer himself as a pilot for such vessel, deliver up the charge of such vessel to such pilot so nominated and appointed by the said Commissioners, and offering himself for such purpose; then and in such case such person or persons shall not, by reason of so acting, be liable to any penalty under this Act in relation to, or in respect of, the pilotage and management of the said vessel."

PILOT REGULATIONS.

1.—A pilot leading the way for any vessel which he may not be able to board to be entitled to the same pilotage as if on board.

2.—Whenever any pilot takes charge of a vessel in distress at a distance from the harbour, or runs any extraordinary risk, such pilot is not to be confined to the rates laid down in the Schedule; but in case of disagreement with the master of such vessel the matter may be referred to the Commissioners.

3.—Yawls or tow-boats supplied by pilots for attending vessels shall be paid for the first tide of 12 hours, 5*s.* for the boat and 2*s.* 6*d.* for each man on board her; and half of those sums for every tide of 12 hours after, while so employed.

4.—Any master or commander of a vessel requiring the assistance of a pilot to remove her from one berth to another shall be liable to pay for such service, according to the size of the vessel, a sum not less than 2*s.* 6*d.* nor more than 5*s.*; and if any master or commander of a vessel shall detain a pilot on board her in any part of the river, he shall be liable to pay such pilot at the rate of 5*s.* per day.

5.—When a pilot takes charge of any vessel, either coming from or going to sea, he is not to quit her either by day or night until the service is completed, without permission from the master, or (in his absence) from the mate of such vessel; and if he should act in opposition to this rule, he shall forfeit his license.

6.—Any pilot passing a vessel which has a signal for a pilot flying, for the purpose of taking charge of any other vessel, shall, on satisfactory proof before the Commissioners, forfeit his license.

7.—Any pilot in a state of intoxication taking charge of a vessel, or who shall become intoxicated while in charge thereof, on sufficient proof of such offence before the Commissioners, shall forfeit his license.

8.—Pilots to take particular care that the captains of vessels under their charge do not cause any of their ballast to be thrown into the river; and in case of any such offence being committed, the pilot in charge is required to give immediate information to the Harbour-master.

9.—Every pilot on boarding a vessel to produce to the captain his license, with a printed copy of these regulations.

By Order of the Commissioners,

Limerick, 1st December 1863. *Stephen Roche*, Secretary.

NAMES of PILOTS.

Limerick District.

Patrick Keays	aged 67	Richard Joyse	aged 39
William Pigot	65	Daniel Behane	47
Thomas Waters	60	Michael Reynolds	45
Charles Hanrahan	55	Matthew Hanrahan	39
Patrick Mahony	60	John Joyse	27
Theady Hanrahan	54	Morgan Fitzmaurice	29
John Reynolds	48	Michael Hanrahan	29
John Magrath	49	John Martin	34
Simon Kelly	49	Michael Murray	49
Michael Fitzmaurice	48	Theady Tobin	66
John Fitzmaurice	44	James Hanrahan	26
Richard Fitzmaurice	42	Thomas Mahony	24
Simon Molony	45	Denis Behane	25

Western District.

Denis Behane	aged 60	Michael Crotty	aged 47
Darby O'Keeffe	63	Michael Canty	49
Michael Griffin	58	Charles M'Donnell	43
Michael Scanlan	55	Patrick Costeloe	49
Connor Behane	69	James Crotty	47
James Griffin	54	Felix Brennan	39
John M'Namara	54	Patrick Brennan	36
Patrick Cannody	49	Thomas Blackwater	47
Patrick Milligan	64	Patrick Cahill	39
Denis Culligan	53	John Milligan	36
Thomas Kelly	49	James Downy	38
Michael Hanrahan	61	Daniel Sullivan	49
James Meara	52	Michael Cahill	29
Austin M'Mahon	62	James Lilliss	32
Stephen Brennan	57	Denis Lynch	49
Patrick Brennan	60	Michael Behane	60

AMOUNT received for PILOTAGE of VESSELS in 1867.

Pilots at this port are not incorporated, and the required return not obtainable. They are merely licensed by the Harbour Commissioners, who have no knowledge of their receipts.

ACCOUNT of MONIES received in respect of PILOTS or PILOTAGE.

The pilotage funds are managed by the pilots themselves, and do not come into the hands of the Harbour Commissioners.

9 May 1868. *William Carroll*, Secretary.

PORT OF LONDONDERRY.

BYE-LAWS.

See p. 152 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James M'Daid - - - aged 62	Daniel M'Daid - - - aged 63	George Clarke - - - aged 37
James O'Donnell - - - - 43	John Gillespie, No. 1 - - - 47	Daniel M'Carron - - - - 47
Edward M'Gonegal - - - 57	Hugh M'Laughlin - - - - 53	Patrick M'Laughlin - - - 57
Owen M'Daid - - - - 63	Neal Gillespie, No. 1 - - - 44	James Smith - - - - 58
Neal Loughrey - - - - 39	Patrick O'Donnell - - - 58	Edward Loughrey - - - 33
Joseph Mitchell - - - - 33	Daniel Gillespie - - - - 36	Michael Loughrey - - - 25
John Gillespie, No. 2 - - - 43	Neal Gillespie, No. 2 - - - 43	William Loughrey - - - 64
William Bradley - - - - 48	John Smith - - - - - 34	John O'Donnell - - - - 31
John M'Laughlin - - - - 35	John Gillespie, No. 3 - - - 40	Francis Gillespie - - - - —
Daniel M'Cann - - - - 44	George Hutcheson - - - 38	Con O'Donnell - - - - —
L. M'Cann - - - - - 35		

Supernumerary Pilots.

Thomas M'Candless.	Hugh M'Gonegal.	Robert Aikin.
William Gillespie.	John M'Intyre.	Randolph Reilly.

RATES of PILOTAGE.

The Rates printed at p. 109 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Londonderry -	492	635 7 5	284	382 11 4	13	27 19 11	52	124 5 10	–	– – –	–	– – –	15	31 5 4	28	69 5 5	884	1,270 15 3
From Sea to Moville - -	110	256 15 1	–	– – –	83	184 18 3	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	193	441 13 4
TOTAL - - -	602	892 2 6	284	382 11 4	96	212 18 2	52	124 5 10	–	– – –	–	– – –	15	31 5 4	28	69 5 5	1,077	1,712 8 7

(2.)—OUTWARDS.

From Londonderry and Moville to Sea.	878	468 8 7	136	93 8 11	2	4 2 7	19	34 12 3	20	17 8 10	18	22 17 1	2	2 6 7	2	2 16 10	1,077	646 1 8

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	10 10 8	By amount paid for salary of secretary, clerk, and other officers - - - - - -	116 12 11
To amount of fees received from applicants for licenses and certificates - - -	18 10 –	By amount paid for pensions or superannuations - - - - - - - -	25 3 8
To amount received from Harbour Commissioners as contribution to superannuation or widows' fund - - - - - -	25 3 8	By Harbour Commissioners for licenses and certificates - - - - - - -	18 10 –
To gross amount received for - - - - - { Inward pilotage -	1,712 8 7	By Harbour Commissioners for pilotage forfeited - - - - - - -	5 8 11
{ Outward pilotage	646 1 8	By pilotage refunded - - - - - -	29 13 5
		By net inward pilotage paid to pilots - -	1,618 15 –
		By net outward pilotage paid to pilots - -	598 10 8
£.	2,412 14 7	£.	2,412 14 7

18 February 1868. *A. H. Stewart*, Secretary.

PORT OF NEW ROSS.

REGULATIONS.

None beyond those contained in the Harbour Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS

See p. 154 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheekpoint to New Ross -	225	136 5 6	11	28 18 3	14	34 4 –	250	199 7 9

(2.)—OUTWARDS.

From New Ross to Cheekpoint -	225	130 16 11	11	28 7 9	14	33 10 6	250	192 15 2

Note.—No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - { Inward pilotage -	199 7 9	By balance from last account - - -	44 1 –
{ Outward pilotage -	192 15 2	By amount paid for salaries of secretary, clerk, harbour-master, and other officers -	52 – –
To amount received for income tax - -	3 8 11	By amount paid for rent of offices, &c. -	12 5 –
By balance due - - - - - - -	41 19 9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	48 17 11
		By amount paid for pensions or superannuations - - - - - - -	20 14 –
		By rate collector - - - - -	9 15 11
		By amount paid to pilots - - - -	249 17 9
£.	437 11 7	£.	437 11 7

4 February 1868.

James Kearns, Secretary.

PORT OF NEWRY.

BYE-LAWS—Nil.

NAMES of PILOTS.

See p. 155 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates mentioned at p. 114 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

The information required in this return cannot be furnished, as no part of the pilotage is collected in this office. It is received by the pilots themselves, who are scattered over a large district of coast. The Act does not render it imperative on all vessels to take pilots; numbers, particularly traders, do not do so. The pilots are, moreover, engaged in other occupations, except when their services are required in their capacity of pilots, which occurs at very irregular periods. Steamers usually have a pilot specially appointed to them; either the master or one of the crew.

6 July 1868. *R. A. Plunkett*, Secretary.

PORT OF SLIGO.

BYE-LAWS—Nil.

RATES of PILOTAGE.

See p. 94 of Parl. Paper, No. 433 of 1866.

NAMES of PILOTS.

John M'Loghlin - - - aged 67	Michael Conway - - - aged 61	Andrew Kilgallon - - - aged 35
Francis Herarty - - - - 57	Francis Feeney - - - - 53	John Bruen, jun. - - - - 32
James Caraway - - - - 39	Michael Gillon - - - - 53	Michael Conway, jun. - - - 37
Bartly Hewt - - - - 36	Pat Gillon - - - - - 61	Michael Burns - - - - 39
Pat Caraway, sen. - - - 30	Pat Bruen - - - - - 50	William Gillon - - - - 42
Pat Caraway, jun. - - - 26	John M'Gowan - - - - 44	Pat Kilgallon - - - - 37
Martin Burns - - - - 64	John Bruen - - - - - 40	

NAMES of APPRENTICES.

Martin Bruen - - - aged 29	Francis Herarty - - - aged 27	Michael Gillon - - - aged 22
Pat Bruen - - - - 29	James Caraway - - - - 27	Pat M'Gowan - - - - 22
Andrew Kilgallon - - - 27	James M'Gowan - - - - 24	Bartly Caraway - - - - 25
Francis Feeney - - - - 27	John Gillon - - - - 22	John O'Brien - - - - 24
John Caraway - - - - 27	James Kilgallon - - - - 22	Michael M'Loghlin - - - 28
Pat Gillon - - - - - 25	James Conway - - - - 25	John Gerarty - - - - 23
John Bruen - - - - - 27		

PORT OF SLIGO—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Wheaten Rock (in Sligo Bay) to Sligo Quays.	435	370 10 6	11	18 7 –	13	22 11 3	459	411 8 9

(2.)—OUTWARDS.

From Sligo Quays to Wheaten Rock (in Sligo Bay).	435	316 12 6	11	17 17 9	13	19 14 –	459	354 4 3

14 March 1868. *Moses Mond*, Secretary.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners.

The Bye-Laws printed at p. 113 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

John Murphy - - - aged 26	John Gallivan - - - aged 64	Jerry Crowley - - - aged 31
John Crowley - - - - 42	John Brien - - - - - 27	Richard Contillon - - - - 68
Thomas Crowley - - - - 26	Patrick Crowley - - - - 53	Patrick Sullivan - - - - 53

RATES of PILOTAGE.

The Rates mentioned at p. 116 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside the Harbour to the Anchorage at the Samphier Islands, and to the Basin.	56	54 19 3	9	22 15 3	3	8 19 –	68	86 13 6

(2.)—OUTWARDS.

From the Basin or Anchorage at Samphier Roads, to outside the Harbour.	64	32 17 3	2	1 5 6	–	- -	66	34 2 9

17 February 1868. *W. Hilliard*, Secretary.

PORT OF WATERFORD.

BYE-LAWS and RATES of PILOTAGE.

See p. 96 of Parl. Paper, No. 433 of 1866.

NAMES of PILOTS.

See p. 156 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Saltees, eastward, or Great Newtown Head, westward, to Passage.	–	– –	9	18 11 –	3	6 19 –	12	25 10 –
From Saltees, eastward, or Great Newtown Head, westward, to Cheekpoint.	–	– –	7	17 11 –	6	15 7 –	13	32 18 –
From Saltees, eastward, or Great Newtown Head, westward, to Waterford.	–	– –	42	128 18 11	45	150 7 6	87	279 6 5
From Bagenbrea, eastward, or Foilskirt, westward, to Passage.	–	– –	3	4 15 –	–	– –	3	4 15 –
From Bagenbrea, eastward, or Foilskirt, westward, to Cheekpoint.	–	– –	2	4 2 8	3	5 17 4	5	10 – –
From Bagenbrea, eastward, or Foilskirt, westward, to Waterford.	–	– –	15	42 2 11	18	51 13 5	33	93 16 4
From Hook Tower (Harbour's Mouth) to Passage.	132	105 17 10	–	– –	14	16 14 5	146	122 12 3
From Hook Tower (Harbour's Mouth) to Cheekpoint.	234	197 7 –	–	– –	1	1 – 2	235	198 7 2
From Hook Tower (Harbour's Mouth) to Waterford.	961	1,480 5 4	18	42 18 10	27	58 19 7	1,006	1,582 3 9
From Passage to Waterford - - - -	32	23 18 7	–	– –	–	– –	32	23 18 7
TOTAL - - -	1,359	1,807 8 9	96	259 – 4	117	306 18 5	1,572*	2,373 7 6

(2.)—OUTWARDS.

From Waterford to Cheekpoint - - -	6	2 – 2	–	– –	–	– –	6	2 – 2
From Waterford to Passage - - - -	846	551 10 6	37	24 11 –	57	42 10 9	940	618 12 3
From Waterford to Hook Tower (Harbour's Mouth).	55	66 12 5	19	26 17 11	30	40 10 8	104	134 1 –
From Passage to Hook Tower - - -	25	17 10 8	12	9 11 8	21	17 7 2	58	44 9 6
TOTAL - - -	932	637 13 9	68	61 – 7	108	100 8 7	1,108†	799 2 11

* Of the above 1,572 vessels, 248 vessels, paying 236 *l.* 16 *s.* 1 *d.* of the above 2,373 *l.* 7 *s.* 6 *d.*, went to New Ross, and, it is believed, had to pay pilotage there. Amount not known at the Ballast Office.

† Of the above 1,108 vessels, 10 vessels, paying 4 *l.* 16 *s.* 4 *d.* of the above 799 *l.* 2 *s.* 11 *d.*, passed through Ross Harbour, and, it is believed, had to pay pilotage to the New Ross Harbour Commissioners. Amount not known at the Ballast Office.

PORT OF WATERFORD—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

RECEIPTS.	£.	s.	d.	EXPENDITURE.	£.	s.	d.
Gross amount for { Inward pilotage	2,373	7	6	Pilots' proportion of pilotage earned	2,010	9	8
Outward pilotage	799	2	11	Salaries of pilot-master and assistant	160	–	–
	3,172	10	5	Supplying boat and crew at Passage pilot station	90	–	–
				Rent of offices at Passage pilot station	14	–	–
Year's interest on bank account (31st March 1867)	27	–	6	Incidental expenses at Dunmore, Passage, and Waterford	22	5	2
				Office expenses and other general charges at Waterford	216	15	8
				Life-boat subscription	5	–	–
				Contribution towards erection of pier at Tramore	15	–	–
				Expenses of pilot cutter	221	11	9
				Occasional hiring of a cutter to take up pilot duty	20	–	–
				Petty charges connected with "Vixen" salvage award last year	29	16	9
				Allowances to three superannuated pilots	50	–	–
				Pensions to widows and children of deceased pilots	176	1	6
				Gratuity to a disabled pilot	1	15	–
				Advertising	3	8	–
Year's Receipts	3,199	10	11	Year's Expenditure	3,036	3	6
Balance due to Waterford Harbour Commissioners on 31st December 1867	973	4	9	Balance stated on last account as due to Waterford Harbour Commissioners, 31st December 1866	1,136	12	2
£.	4,172	15	8	£.	4,172	15	8

5 March 1868.

John Farrell, Secretary.

PORT OF WESTPORT.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 158 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

PORT OF WESTPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Lighthouse at Inishgort to anywhere within the Harbour of Westport.	48	45 19 10	3	8 2 –	5	11 7 3	56	65 9 1

(2.)—OUTWARDS.

From anywhere within the Harbour of Westport to the Lighthouse at Inishgort.	48	45 19 11	3	8 2 –	5	11 7 3	56	65 9 2

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for -	Inward pilotage - -	65 9 1	By amount paid for salaries of secretary, clerk, and other officers - - - - -	117 16 5
	Outward pilotage -	65 9 2	By 10 per cent. deducted from gross amount of pilotage received and carried to the credit of the Harbour Commissioners -	13 1 10
	£.	130 18 3	£.	130 18 3

14 February 1868. *James Pinkerton,* Jun., Secretary.

PORT OF WEXFORD.

BYE-LAWS.—Nil.

NAMES of PILOTS.

Patrick Cogley - - -	aged 43	Martin Breen - - -	aged 50	Bar pilots.
William Carley - - -	- 46	Michael Blake - - -	- 33	
Edward Murphy - - -	- 46	Stephen Larkin - - -	- 58	
Nicholas Sanders - - -	- 43	Michael Brady - - -	- 31	
Nicholas Devereux - - -	- 47	William Morris - - -	- 46	
Martin Furlong - - -	- 31	Robert Blake - - -	- 46	
Joseph Phillips - - -	- 46	Anthony Ennis - - -	- 30	
James Byrne - - -	aged 68	Nicholas King - - -	aged 60	Harbour pilots.
Thomas Murphy - - -	- 70			
John Lambert - - -	- 71	Patrick Rooney - - -	- 64	

PORT OF WEXFORD—*continued.*

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Bay to Quay - - -	92	101 6 4	265	414 8 2	10	20 6 1	- - nil - -	367	536 - 7

(2.)—OUTWARDS.

From Quay to Bay - - -	92	101 6 4	265	414 8 2	10	20 6 2	- - nil - -	367	536 - 8

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account - -	209	3	8	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	48	7	6
To gross amount received for - - - - { Inward pilotage -	536	-	8	By amount paid for rent of offices, &c. - -	-	10	-
{ Outward pilotage	536	-	7	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - -	269	16	10
To amount received for sale of boat - -	13	17	6	By amount paid for pensions or superannuations - - - - - - - -	27	10	-
				By amount paid for pilots' wages - - -	841	5	-
				By amount paid repairing pilots' houses -	48	7	-
				By balance carried to next account - -	59	6	1
£.	1,295	2	5	£.	1,295	2	5

1 May 1868.

Jasp. W. Walsh, Secretary.

APPENDIX.

PORTS OF THE TYNE.

BYE-LAWS made by the Tyne Pilotage Commissioners, for the Regulation and Government of the Sea and River Pilots of the Tyne.

1. From and after the promulgation of these bye-laws, all and every the bye-laws, rules, orders, and regulations heretofore in force with respect to the pilots and pilotage of the Tyne shall be and the same are hereby rescinded, and in lieu thereof the Commissioners do hereby make and ordain the following bye-laws :

Pilot Superintendent.

2. The duties of the pilot superintendent shall be as follows :—

To exercise supervision and control, under the Board, over all the pilots and apprentices, so as to see that the Act and these bye-laws are duly observed.

To obtain from the pilots a report of all occurrences affecting the service on which the Commissioners, or himself, may require information.

To hear and determine such differences as may arise between the pilots or apprentices.

To prevent the employment of unlicensed pilots.

To inquire into complaints made against pilots by masters and owners of vessels and others interested, and into circumstances attending cases of collision or loss, when vessels have been under charge of a pilot.

To take soundings of the bar and channel from time to time, and especially to draw the earliest attention to any alterations in the state of the bar or the deep-water channels.

To keep a daily journal, and to enter therein the direction and nature of the wind three times a day, the marking of the barometer, and swell of the bar, each twice daily.

To assist in obtaining the monthly returns from the pilots of the vessels piloted by them.

To see that pilots' cobles are properly numbered in figures of not less than 15 inches in length, commencing at No. 1, and continuing in numerical order.

To keep a register and character book, in which shall be recorded the name and description of each pilot's apprentice, the date of his entering the service, and any particulars of conduct during the service.

To introduce steady, sober, and qualified young men, as they stand in the register book, for examination for licenses.

To assist in the examination of persons applying for licenses, either as first or second-class pilots, for either the river or sea pilotage.

To carry out all orders and regulations of the Board or the Nautical Committee which may be, from time to time, issued relative to the piloting of vessels, or other matters within the scope of his duties.

To report to the Nautical Committee and to the Board, from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the bye-laws that may come to his knowledge, on the part of any of the pilots, and to record the sentence or punishment passed or imposed for the same.

All instances of neglect of duty shall be brought before the Board, and the pilot superintendent shall not compromise any offence of a pilot.

The time of the pilot superintendent shall be wholly devoted to the service of the Board.

Pilots.

3. There shall be two classes of pilots, viz.: First and second class. First-class pilots may conduct vessels of any tonnage. Second-class pilots may (except in cases of necessity) conduct vessels not exceeding 200 tons register burthen. Any vessel exceeding the above tonnage, which may from necessity take on board a second-class pilot, shall, if possible, exchange him for a first-class pilot, out of any boat she may meet, and every pilot shall state his true position in the service to the master of any vessel which he may take in charge.

4. Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others ; and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof ; and shall not leave his vessel until she is safely anchored or moored in the river or in dock ; and shall, within 24 hours after his leaving the ship, report to the Commissioners all accidents which may have happened to such vessel while under his direction. He shall always have with him, when on duty, a copy of these bye-laws, his license, and a pilot flag, as described in bye-law No. 13. On taking charge of a vessel he shall, if required, exhibit his license to the officer in command. In the case of vessels outward bound, from any dock or basin, to within the district, he shall repair on board at least two hours before high-water to ascertain if the vessel of which he is about to take charge is ready for sea, or to anchor in the river. He shall obey and execute all orders received from the Commissioners or the Nautical Committee, the secretary, or the pilot superintendent. No pilot shall be absent from duty without the permission of the pilot superintendent.

5. Every pilot shall, on receiving his license, pay to the Commissioners a fee of 40*s.* ; and for the annual renewal of his license, 10*s.* ; and for the renewal of any license in place of one lost, 10*s.* Pensioners to be exempted from payment of the annual renewal fee.

6. Each pilot shall make returns, on forms to be furnished at the office of the Commissioners, of the vessels piloted by him, with the amount of pilotage received in each case ; and each sea pilot shall pay 1*s.* for every ship piloted outwards ; each Cullercoats pilot shall pay 6*d.* for every ship piloted inwards ; and each river pilot 1*s.* for every ship piloted in the river, on each occasion of pilotage either up or down. Such returns and payments shall be made by each pilot, at least once per month to the secretary, at the office of the Commissioners, and in default of his so doing within five days from the end of each month, he shall in each case be fined 2*s.* 6*d.*

These payments shall be placed to the credit of the Sea Pilots and River Pilots' Funds respectively, and shall be applied in the same manner as the other monies belonging to these funds.

Pilots' Apprentices.

7. Candidates for apprenticeship will be required to prove that they are able to read and write correctly, and that they have a competent knowledge of arithmetic, before they can be considered eligible for the pilot service.

8. All candidates for the pilot service shall be bound apprentices for five years to a licensed pilot who has a boat of his own ; and no apprentice shall leave the service of the pilot to whom he is bound without permission from his master and the pilot superintendent, and on application for examination for a pilot's license proof shall be required in all cases of the satisfactory completion of the five years' term of service. Each apprentice shall serve one year of the above term on board ship, either in the coal or Baltic trade, and shall serve three months of such year on board of steam ships, but such service shall be made at such period of his apprenticeship as may be approved of by the pilot superintendent.

9. The proposed indentures and satisfactory testimonials, including a surgeon's certificate that the candidate is of sound health, shall in every case be submitted to the Board ; and after the indentures have been approved by the Board, and signed by the master and apprentice, they shall not be cancelled by any private agreement without the permission of the Board ; but the Board shall have the power of cancelling any such indenture, either at the request of the parties or upon any misconduct on the part of the apprentice deserving, in the judgment of the Board, of such punishment, and all indentures shall, by express stipulation therein contained, be made subject to the exercise of this power by the Board. The name of every candidate to be entered in the pilot superintendent's register and character book on his first entering the service.

10. That every person who shall have served the above term and shall apply for a pilot's licence, shall undergo an examination under the direction of the Commissioners for the purpose of ascertaining his skill, knowledge, and experience in relation to the navigating, piloting, and conducting of vessels. He must be able to give a correct

PORTS OF THE TYNE—*continued.*

correct and seamanlike description of the harbour, docks, and piers, and must know the course and distance between any two places within the pilotage districts of the Tyne; the rise and set of the tides; the depth and character of the soundings; the best anchorages; the sand-banks, rocks, shoals, and other dangers; the landmarks, buoys, and lights; the variation and deviation of the compass; he must understand the complete management of a vessel to bring her to anchor, and to keep her clear of her anchor in a tideway; to moor, unmoor, and get under weigh; and how to handle a vessel under any circumstances.

Pilots' Committee.

11. That a committee of sea pilots and a committee of river pilots be respectively appointed by the Commissioners for examining, in the presence of the pilot superintendent, all applicants for licences, and to hear and settle disputes between pilots or apprentices, and the pilot superintendent shall, if requested by any of the parties interested, refer the case to the Commissioners for their decision. The committee of sea pilots shall consist of such number as the Commissioners shall, from time to time, appoint. For the present, and until the Commissioners shall otherwise appoint, the committee of sea pilots shall consist of 13 members, five of whom shall form a quorum. The committee of river pilots shall consist of such number as the Commissioners shall, from time to time, appoint. For the present, and until the Commissioners shall otherwise appoint, the committee of river pilots shall consist of nine members (three resident at Newcastle, three at Howden, and three at Shields), three of whom shall form a quorum. Each member of the respective committees shall hold office during the pleasure of the Commissioners, and in case of the death or resignation of any of the members of the committees the vacancy shall be filled up the Commissioners.

Pilot Boats and Flags.

12. Every pilot boat must be kept in good repair, and well found with masts, rigging, sails, anchors, cables, and every other necessary material, and must have her number painted on each bow, in white, in figures not less than 15 inches in length. Her number, together with the name of the owner, and the port to which she belongs, shall also be painted in large letters and figures upon her stern. The Cullercoats pilot boats shall be separately numbered within a red ball painted on each bow.

13. Every pilot shall provide himself with a red and white flag three feet long by two feet broad. On taking charge as pilot of any vessel, he shall cause his flag to be hoisted on board such vessel at the gaff-end, under the ensign, or wherever it may be most conspicuously seen (except on the foremast), and he shall keep his flag continually flying until he leaves the vessel. This bye-law shall apply to all vessels, outward or inward bound, at sea or in port, under weigh or at anchor, and under all circumstances so long as she is in charge of a pilot.

Pilots to obey Orders of Commissioners and Dock and Harbour Masters.

14. All pilots shall obey the bye-laws and all orders and directions of the Commissioners; and also all orders and directions that may be given to them by the dock and harbour masters, relative to the docking, towing, transporting, or removing vessels under their charge.

Rates of Pilotage.

15. The following pilotage rates shall be paid, namely:—

For sea pilotage from and including the 1st day of April to the 1st day of October in each year, 1 *s.* 3 *d.* for every foot of water which any ship or vessel shall draw; and from and including the 1st day of October to the 1st day of April in each year, 1 *s.* 6 *d.* for every such foot of water.

For river pilotage, all the year round, up to Bill Point, 1 *s.* for every foot of water which any ship or vessel shall draw; and for pilotage above Bill Point, 6 *d.* additional for every such foot of water.

Ships of over 500 tons registered burthen shall pay ½ *d.* per ton on the excess of tonnage above 500 tons, in addition to the above pilotage dues.

Vessels having lee-boards shall pay 5 *s.* in addition to the above rates.

Down-river pilots may continue their charge into the sea pilotage district, for the purpose of mooring vessels; and up-river pilots may commence their charge within the sea pilotage district, for the purpose of unmooring vessels and proceeding up the river.

The pilotage dues shall be paid to the Commissioners or to the pilot performing such pilotage duty within five days after the performance thereof. The Commissioners may, from time to time, increase or diminish the said pilotage dues subject to the approval of the Board of Trade.

Docking or Transporting.

16. The rates for docking and transporting shall be as follows, viz.—

From Tier to Dock or from Dock to Tier:

	s.	*d.*
Vessels not exceeding 200 tons register burthen -	5	–
„ not exceeding 400 tons register burthen -	7	6
„ not exceeding 600 tons register burthen -	10	–
„ not exceeding 800 tons register burthen -	15	–
„ not exceeding 1,000 tons register burthen	17	6
„ not exceeding 1,500 tons register burthen	20	–
„ not exceeding 2,000 tons register burthen	25	–
„ exceeding 2,000 tons register burthen -	30	–

In the case of vessels exceeding 400 tons two-thirds only of the above rates to be charged for moving vessels from tier to tier or from tier to any dry dock within the distance of 300 yards.

Pilots not to be required to pay 1 *s.* per ship according to bye-law No. 6, for any work done under this scale.

For pilots attendance, in harbour, when required on any vessels, when not ultimately engaged as pilot to such vessel, per day, 7 *s.* 6 *d.*

For attending at the launch of any vessel in the River Tyne, and conducting her to her mooring in dock or otherwise,—

	s.	*d.*
Vessels not exceeding 400 tons register burthen -	20	–
„ not exceeding 600 tons register burthen -	25	–
„ not exceeding 800 tons register burthen -	30	–
„ not exceeding 1,000 tons register burthen -	32	6
„ not exceeding 1,500 tons register burthen -	35	–
„ not exceeding 2,000 tons register burthen -	40	–
„ exceeding 2,000 tons register burthen - -	45	–

Any disputes as to the foregoing rates to be settled by the pilot superintendent.

Complaints how to be Made.

17. All complaints of offences against the Act of Parliament, or the foregoing bye-laws, or any of them, shall be made in writing, signed by the party aggrieved, and delivered to the secretary of the pilotage Commissioners, or left at the office, as soon as practicable, and the secretary shall summon all such persons as the Commissioners, or any committee, may desire to examine, to attend a meeting of the Commissioners or committee.

Penalty for Breach of Bye-Laws.

18. Every pilot or apprentice offending against or contravening any of the preceding bye-laws with respect to pilots, pilot boats, and pilotage, shall for every such offence forfeit and pay a penalty not exceeding 5 *l.*

Note.—In addition to this penalty any pilot acting contrary to the provisions of any of these bye-laws is liable, under the Act of Parliament, to have his license recalled or suspended by the Commissioners.

PORTS OF THE TYNE—*continued.*

NAMES of PILOTS.

SEA PILOTAGE DISTRICT.

Licensed to conduct Vessels into and out of Shields Harbour.

Jacob Bone (1)	aged 80
George Tindle	80
Samuel Stewart	78
Jacob Harrison	74
John Marshall	73
James Coats (1)	—
Jacob Burn (1)	70
James Burn	—
James Morrison	68
Joseph Smith	68
Elias Stephenson	67
William O. Thurlbeck	67
Ralph Burn (1)	66
Richard Houlsby	66
William T. Chambers	64
Gilbert Young	61
Thomas Young (1)	59
Lancelot Burn (1)	59
Robert Tinmouth	60
Matthew J. Lawson	59
John Stephenson (1)	59
John Ramsey (1)	58
John Harrison (1)	58
James Young (1)	58
John Chambers	56
John Peel (1)	64
William Wright	56
William Nevens	66
James Purvis (1)	70
James Fife	62
Robert Grieves	56
Henry Young	56
John Burn (1)	55
Alexander H. Bone	54
William Young (1)	54
Robert Purvis	53
George Burn	53
Robert Young (1)	53
Robert Tully	52
Henry Young (2)	53
John Marshall (2)	52
John C. Stephenson	51
James Young (2)	51
John Bone (1)	50
George Phillips	50
Robert Phillips	50
James Chambers	50
James Blair	51
Andrew Harrison	50
John S. Tindle	49
William Young (2)	49
Edward Grieves	49
Andrew Purvis (1)	—
Joseph Marshall	48
George Grieves	48
Benjamin Wright	48
Richard Stephenson	47
Robert Blair	47
Ralph Harrison	47
James Tindle	48
John Wright (1)	47
James Stephenson (1)	46
Robert Milburn	46
John Grieves	45
Jacob Harrison (2)	44
William Blair	45
John Purvis	45
John Hutchinson (1)	80
George H. Thurlbeck	44
John E. Young	46
William C. Stephenson	aged 47
Robert Chambers	46
Robert Wright	44
George Tindle (2)	42
George Young	46
Henry H. Tully	43
John Hutchinson (2)	55
Michael Purvis	48
Thomas Chambers	44
Thomas Young (3)	43
George Ayre	43
John Peel (2)	40
John Wright	40
James E. Coats	40
Lancelot Burn (2)	40
Richard Purvis (1)	39
Thomas A. Houlsby	41
Ralph Shotton	41
Robert Bone	41
Ralph Tindle	41
Robert A. Harrison	39
George Tindle (3)	38
William Purvis (1)	41
William H. Thurlbeck	40
Martin Purvis	38
Michael D. Donkin	39
Henry Burn	36
Charles Pearson	35
James Purvis (2)	39
Thomas Tindle	39
Ralph Burn	39
James Stephenson	37
William Purvis (2)	39
Charles Cleet	37
Thomas Stephenson	35
James Stewart	54
Joseph Coats	36
William Chambers (2)	35
John Ramsey (2)	34
Andrew Purvis (3)	34
Richard Stephenson	32
William Purvis (3)	36
Charles Burn	34
Anthony Ramsey	33
William Tinmouth	33
James Purvis (3)	38
Lancelot Burn (3)	36
Thomas Marshall	36
William Marshall	33
James C. Morrison	32
John Harrison (2)	32
Thomas Stewart	32
George Smith	31
Thomas Nevens	31
Thomas Tinmouth	31
Gilbert Purvis	38
Richard Purvis (2)	36
Benjamin H. Peel	38
Thomas Purvis	34
Edward Ramsey	30
Joseph Chambers	30
Jacob Bone (2)	30
Edward Tindle	31
John Purvis (2)	31
John L. Burn	30
William Purvis (4)	34
Jacob Burn (2)	32
Edward Peel	32
Henry Stephenson	28
Edward Purvis	29
John H. Burn	29
Andrew Purvis (4)	29
Matthew F. Burn	aged 34
Samuel Houlsby	35
William Stephenson (1)	29
William Marshall	28
John Bone (2)	29
William Stephenson (2)	29
Matthew Rutledge	48
Thomas Dawson	43
William Smith	46
Thomas Freeman	39
Benjamin Heron	30
Thomas O. Hardy	33
John Heron	39
Michael Wheldon	37
William Freeman	31
Francis Freeman	37
John Morton	27

Licensed to conduct Vessels, not exceeding 200 tons registered burthen, into and out of Shields Harbour.

William W. Young	aged 28
John B. Wells	29
William Tinmouth (2)	28
John C. Stephenson	27
John Houlsby	28
John Wright (3)	28
Robert Young	27
John Hutchinson (3)	27
John Purvis (3)	26
John Bone (3)	25
Andrew Purvis (5)	25
Thomas Young	25
George T. Chambers	26

Pilots, at Cullercoats, licensed to conduct Vessels into Shields Harbour.

Francis Storey (1)	aged 76
Robert Storey	77
William Storey (1)	70
Andrew Taylor (1)	71
James Robinson	66
John Storey (1)	66
Bartholomew Taylor (1)	70
William Storey (2)	—
John Redford	63
Francis Storey (2)	58
John Clark	50
John Taylor	53
Robert Nicholson	70
Joseph Robinson	47
Robert Taylor	41
Robert Pearson	38
Andrew Taylor (2)	48
John Storey (2)	34
Bartholomew Taylor (2)	46
John Forster	33
James Jefferson	42
John Pearson	34
John Smith	42

Masters of Home-Trade Passenger Ships licensed to Pilot their own Vessels into and out of Shields Harbour.

Andrew Linklater	aged 41
Peter Anderson	49
James Urquhart	47
William Black	47
William J. Riches	52
Richard N. Whincop	36

PORTS OF THE TYNE—*continued.*

NAMES OF PILOTS—*continued.*

RIVER PILOTAGE DISTRICT.

Licensed to conduct Vessels up the River Tyne, from the Northumberland and the Tyne Docks, to Newcastle Bridge.

John Bruce	aged 82
Alexander Donkin	71
Joseph Freeman (1)	68
William Wilson	67
John Heron (1)	—
Charles Stott	64
James Watson	—
John C. Watson	56
Timothy Brown	69
William Graham	62
William Bedlington	59
John S. Knowles	51
John Freeman	41
Thomas Stott	39
Joseph Freeman (2)	34
George Wilson	29
Thomas Wheldon	31
William Brown	35
William Strachan	26
George R. Emmerson	38
John Peat	aged 29
John Watson	26
Joseph Watson	23
Thomas Reed	24
Matthew Brown	39
John Wilson	27
Robert Hogg	47
Peter Cree	48

Licensed to conduct Vessels down the River Tyne, from Newcastle Bridge to the Northumberland and the Tyne Docks.

John Caverhill	aged 82
William Blackett	66
Thomas Wheldon (1)	65
Thomas Forster	71
George Robson	68
Thomas Foster	71
Thomas Brown	72
Robert Donkin	67
William Maxwell	66
William S. Storey	aged 66
John Young	62
Martin S. Wheldon	60
Allan Strachan	54
James Gibson	57
Joseph Blair	55
John Dixon	52
George Redhead	51
John Morrison	52
Joseph Blackett	48
William Daglish	47
John Hotter	47
Anthony Redhead	45
James Morton	44
Isaac Blakey	41
Samuel Rutledge	40
Matthew P. Morton	—
Thomas Cowan	38
Henry Strachan	37
William T. Turnbull	37
Richard B. Young	37
Edward Lumsdon	34
Peter L. Wheldon	28
John Brown	26

SUMMARY OF RETURNS AS TO PILOTS.

Number of Pilots in Sea Pilotage District	202
Number of Pilots in River Pilotage District	61
Aggregate Number	263

There are no apprentices under the jurisdiction of the Commissioners.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields	1,768	1,122 11 –	489	343 7 6	1,601	1,077 13 –	3,858	2,543 11 6
From Shields to Newcastle	527	349 1 3	222	163 9 6	435	295 10 –	1,184	808 – 9
TOTAL	2,295	1,471 12 3	711	506 17 –	2,036	1,373 3 –	5,042	3,351 12 3

(2.)—OUTWARDS.

From Shields to Sea	2,168	2,127 13 3	1,205	1,168 18 6	1,375	1,235 17 3	4,748	4,532 9 –
From Newcastle to Shields	788	640 3 9	214	191 8 6	250	168 19 6	1,252	1,000 11 9
TOTAL	2,956	2,767 17 –	1,419	1,360 7 –	1,625	1,404 16 9	6,000	5,533 – 9

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.
ENGLISH	3,006	1,978 9 3
FOREIGN	2,036	1,373 3 –
TOTAL	5,042	3,351 12 3

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.
ENGLISH	4,375	4,128 4 –
FOREIGN	1,625	1,404 16 9
TOTAL	6,000	5,533 – 9

PORTS OF THE TYNE—*continued.*

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

SEA PILOTAGE DISTRICT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last year's account -	7,081	3	7	By amount paid for salaries - - -	183	9	–
To amount received for superannuation or widow's fund - - - - - - -	271	19	–	By compensation to late pilot master -	113	–	–
To fees for new licenses and certificates - -	16	–	–	By expenses of annual elections of Commissioners - - - - - -	19	–	–
To fees for annual renewal of licenses and certificates - - - - - - -	81	–	–	By printing, stationery, and advertising -	33	18	6
To compensation for the abolition of differential foreign pilotage, three quarters - - -	2,233	3	–	By expenses of pilots' committee - -	17	9	6
To commutation of differential foreign pilotage for the remaining 4½ years - - -	9,122	8	–	By office rent - - - - - - -	15	–	–
To interest on moneys invested - - -	249	10	–	By special allowances to pilots - - -	35	9	6
				By amount paid for pensions - - -	492	–	–
				By compensation for the abolition of differential pilotage paid to pilots - -	1,744	15	–
				By commutation of differential pilotage paid to pilots for the remaining 4½ years -	9,122	8	–
				By miscellaneous disbursements - -	26	10	2
				By balance carried to next account - -	7,252	3	11
£.	19,055	3	7	£.	19,055	3	7

RIVER PILOTAGE DISTRICT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last year's account -	11,042	5	1	By amount paid for salaries - - -	183	9	–
To amount received for superannuation or widow's fund - - - - - - -	148	7	6	By compensation to late pilot master -	56	10	–
To fees for new licenses - - - -	4	–	–	By expenses of annual elections of Commissioners - - - - - - -	19	–	–
To fees for annual renewal of licenses - -	19	–	–	By printing, stationery, and advertising -	29	10	6
To compensation for the abolition of differential foreign pilotage, three quarters - - -	1,995	11	3	By expenses of pilots' committee - -	2	14	–
To commutation of differential foreign pilotage for the remaining 4½ years - - -	6,099	2	7	By office rent - - - - - - -	15	–	–
To interest on moneys invested - - -	403	13	9	By special allowances to pilots - - -	5	–	–
				By amount paid for pensions - - -	358	–	–
				By compensation for the abolition of differential pilotage paid to pilots - -	1,188	–	–
				By commutation of differential pilotage paid to pilots for the remaining 4½ years -	6,099	2	7
				By miscellaneous disbursements - -	21	14	7
				By balance carried to next account - -	11,733	19	6
£.	19,712	–	2	£.	19,712	–	2

COMMUTATION of COMPENSATION for loss of Differential Foreign Pilotage.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To collector of customs, Newcastle-on-Tyne, for quarterly payment of compensation money due 30th September, but included in the arrangement of commutation - - -	1,409	11	5	By commutation of compensation money paid to the sea pilots - - - -	9,122	8	–
To Board of Trade for order on Her Majesty's Paymaster General for payment of commutation of the compensation money for the remaining 4½ years, viz.: from 1st July 1867 to 1st January 1872, and inclusive of the sum of 1,409 *l.* 11 *s.* 5 *d.* for the quarter ending the 30th September last - - -	23,139	11	–	By commutation of compensation money paid to the river pilots - - - -	6,099	2	7
				By Her Majesty's Paymaster General, being returned commutation money received in excess of the sum due - - - -	1,409	11	5
				To balance to be carried to the sea and the river pilots' funds - - - -	7,918	–	5
£.	24,549	2	5	£.	24,549	2	5

Custom House Building, South Shields,
20 July 1868.

Geo. Lyall, Secretary.

HARBOUR AND DOCKS OF LEITH.

BYE-LAWS, Regulations, and Rates of Pilotage.

See pp. 136 and 137 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

William Bisset	aged 53	Thomas Hume	aged 51	James Paterson	aged 57
James Brock	38	Daniel Hall	47	Thomas Paterson	53
Liston Carnie (No. 1)	59	John Hall	51	William Paterson	43
Robert Carnie (No. 1)	54	George Jarvie	77	George Patterson	—
William Carnie	53	Philip Jarvie	46	David Ramsay	60
Robert Comb	57	Robert Kirkpatrick	60	William Ramsay (No. 1)	55
John Carnie	45	Alexander Linton	50	Adam Rutherford	61
Liston Carnie (No. 2)	48	Thomas Linton	68	William Rutherford	59
Thomas Comb	47	Robert Linton	55	William Ramsay, jun. (No. 2)	45
Robert Carnie (No. 2)	45	Alexander Liston	62	Martin Ramsay	55
John Comb (No. 1)	58	Andrew Liston	60	Alexander Rutherford	47
Andrew Carnie	—	Archibald Logan	61	John Ramsay	42
William Clark	52	William Linton	47	Robert Stevenson	51
Thomas Carnie	53	Walter Linton	43	Andrew Stevenson	47
Richard Corson	42	William Logan	44	David Stevenson	45
John Comb (No. 2)	41	John Liston	44	Neil Sutherland	40
James Combe	57	John Linton	45	William Tough, jun.	71
Andrew Coutts	35	William Liddle	44	Ogilvie Tough	—
George Combe	40	Thomas Linton (No. 2)	41	William Watson	58
James Carnie Comb	25	Henry Liddell	48	David Wilson	50
Rutherford Durham	57	David Lyle	48	John Wilson	62
Robert Dryborough	66	John Lindsay	24	Thomas Wilson (No. 1)	79
Robert Dryborough (No. 2)	42	Thomas Latta Main	42	Thomas Wilson (No. 2)	60
John Dryborough	37	John Mills	47	William Wilson	47
George Flucker (No. 1)	58	Jacob Noble	59	Andrew Wilson	46
James Flucker (No. 1)	64	John Noble	66	John Wilson	35
James Flucker (No. 2)	67	Robert Noble	48	Thomas Wilson (Linton)	35
Philip Flucker	50	William Noble	55	John Young	54
George Flucker (No. 2)	52	William Nicoll	41	Robert Young (No. 1)	60
James Graham	47	Robert Noble, jun.	22	Robert Young (No. 2)	46

AMOUNT received for Pilotage of Vessels in 1867.

(1.)—INWARDS.

	£. s. d.
From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations	874 13 2

(2.)—OUTWARDS.

	£. s. d.
From and to any point required within the Limits of the Port as extended for Pilotage purposes by Article 8 of the Regulations	874 13 2

The pilotage outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further return of the particulars required by this Schedule.

ACCOUNT of Monies received and expended by or on behalf of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	2 2 –	By amount paid to pilots	808 19 –
To amount received for fines and forfeitures	1 – 10	By amount paid to pilots widows' fund	21 14
To gross amount received for inward pilotage	874 13 2	By amount applied to expense of collection	43 19 11
		By amount applied to cover expense connected with licenses	3 2 10
£.	877 16 –	£.	877 16 –

21 February 1868.

John Phin, Clerk.

PILOTAGE.

ABSTRACT

OF

RETURNS

RELATING TO

PILOTS AND PILOTAGE

IN THE

UNITED KINGDOM,

(Year ending 31 December 1867).

In continuation of Parliamentary Paper, No. 408 of 1867.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
5 *May* 1868.

[*Price* 1 *s.* 3 *d.*]

251.

Under 12 *oz.*

BREWERS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 21 November 1867;—*for*,

ACCOUNTS "of the Number of PERSONS in each of the several COLLECTIONS of the United Kingdom Licensed as BREWERS, VICTUALLERS, to Sell BEER to be Drunk on the PREMISES, and to Sell BEER not to be Drunk on the PREMISES; stating the Number of each Class who Brew their own BEER, and the Quantity of MALT consumed by them, particularising each Class in each Collection, from the 1st day of October 1866 to the 30th day of September 1867:"

"Of the Number of Barrels of BEER Exported from the United Kingdom, and the Declared Value thereof, and where exported to, from the 1st day of October 1866 to the 1st day of October 1867, each Year separately; distinguishing *England*, *Scotland*, and *Ireland*:"

"Of the Total Number of BUSHELS of MALT Made, and the Amount of DUTY Charged, for the Year ending the 31st day of December 1867:"

"And, of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1866 to the 30th day of September 1867, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000 and under 550,000; over 550,000 and under 600,000; over 600,000; showing in each Case the Supplementary Charge or the Supplementary Diminution; stating the Amount Paid for Licences for each Class, and the Total Amount Paid by all Classes (in continuation of Parliamentary Paper, No. 380, of Session 1867)."

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed*,
28 *April* 1868.

AN ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom Licensed as Brewers and Victuallers, to sell Beer to be drunk on the Premises, and to sell Beer not to be drunk on the Premises; stating the Number of each Class who brew their own Beer, and the Quantity of Malt consumed by them; particularising each Class in each Collection, from the 1st October 1866 to the 30th September 1867.

COLLECTIONS.	Number of				Number who brew their own Beer.			Bushels of Malt consumed by each Class.			
			Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons licensed to sell Beer	
	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.
ENGLAND:											
Aylesbury	40	1,280	785	79	171	39	16	304,392	65,584	73,083	10,071
Barnstaple	4	485	57	14	386	44	5	18,015	61,556	7,432	2,245
Bath	49	723	440	84	370	88	8	428,172	258,676	53,603	9,690
Birmingham	7	862	1,400	14	753	1,021	1	41,880	495,409	443,513	91
Bolton	32	1,707	2,365	44	804	1,066	4	524,292	232,502	288,135	6,119
Brighton	52	1,054	855	53	13	15	10	477,727	10,314	17,327	26,667
Bristol	19	627	988	36	237	73	1	294,332	136,133	14,103	4
Cambridge	71	1,111	929	79	174	74	17	328,143	108,372	25,036	6,446
Canterbury	47	1,222	336	45	8	8	–	550,535	6,151	7,542	—
Cardiff	43	1,623	1,327	12	977	500	–	247,023	178,050	40,998	—
Carlisle	30	1,254	247	17	80	19	15	126,374	53,567	11,307	81,941
Carmarthen	9	1,157	26	2	865	19	1	18,228	84,612	1,125	19,468
Carnarvon	17	1,062	108	1	185	2	–	40,513	31,988	312	—
Chester	56	1,197	660	37	273	64	1	323,780	78,056	11,886	1,718
Colchester	55	939	548	110	150	89	44	381,062	77,769	24,413	9,918
Coventry	6	1,009	354	36	807	254	9	159,181	211,101	45,559	1,281
Derby	24	1	2	1	925	323	2	171,866	189,653	52,170	658
Exeter	19	772	174	27	354	13	6	611,820	102,158	1,656	3,976
Gloucester	45	772	735	83	377	241	20	342,541	95,050	51,304	16,612
Halifax	80	1,241	1,506	111	377	227	4	605,700	114,827	50,833	939
Hereford	6	687	239	4	522	115	2	45,618	74,884	9,542	204
Hull	72	960	409	78	110	18	1	263,906	36,542	3,914	353
Ipswich	19	596	375	44	85	42	21	123,317	68,276	5,201	9,574
Kingston	55	1,369	1,255	57	5	29	5	940,257	7,623	203,418	23,654
Lancaster	14	957	682	5	608	335	2	126,350	220,343	133,391	2,761
Leeds	19	950	833	113	544	366	4	637,158	321,479	191,585	722
Leicester	20	933	419	34	669	217	13	113,422	184,095	49,062	1,686
Lichfield	45	1,326	1,296	60	763	641	13	3,791,773	255,081	143,588	4,956
Lincoln	67	843	502	61	327	66	6	194,234	142,839	27,875	7,439
Liverpool	67	2,032	990	10	15	4	–	950,496	49,091	3,466	—
Lynn	37	1,294	549	47	73	27	6	246,274	49,070	9,860	1,508
Maidstone	56	1,408	1,207	60	15	29	5	667,760	10,687	30,863	4,027
Manchester	93	1,377	3,698	151	203	267	11	1,553,772	142,900	68,571	1,301
Middlesex	45	1,111	1,021	45	22	16	9	730,027	12,834	18,437	7,551
Newcastle	74	1,694	700	67	57	2	–	351,313	84,465	374	—
Northampton	31	872	505	114	388	132	29	352,640	88,198	36,422	12,088
Norwich	18	1,217	346	27	14	7	1	427,439	296,817	1,728	355
Nottingham	15	1,093	689	53	643	337	2	104,919	264,360	116,092	2,968
Oxford	36	847	485	112	201	41	19	342,484	80,863	8,088	5,902
Plymouth	31	1,061	605	42	277	19	4	149,233	74,507	7,376	3,586
Portsmouth	72	1,187	1,137	81	75	89	24	478,170	63,005	61,179	25,652
Reading	48	1,020	809	81	22	20	6	558,326	54,629	41,325	1,492
Ripon	36	1,142	133	2	286	21	1	161,797	70,042	3,958	458
Salisbury	22	459	179	51	288	76	25	82,394	173,625	19,179	8,400
Sheffield	48	1,615	1,370	197	184	33	2	944,893	29,170	4,895	564
Shrewsbury	7	786	423	20	556	259	3	35,506	156,833	60,917	1,610
Southampton	58	1,061	686	69	73	56	14	468,743	51,063	32,946	11,353
Stafford	21	889	1,175	19	540	407	4	256,975	89,035	55,997	3,899
Stamford	48	863	434	60	437	91	16	197,725	137,717	28,920	3,765
Stourbridge	9	1,224	734	36	1,195	824	18	45,478	410,450	184,554	2,118
Sunderland	71	2,160	1,112	78	105	15	–	310,782	32,198	5,798	—
Swansea	25	1,368	526	2	793	173	–	189,913	106,994	21,147	—
Taunton	45	712	566	61	165	53	3	232,638	28,716	8,209	537
Truro	17	815	242	10	318	50	2	60,671	72,217	11,792	1,035
Ware	49	827	669	59	21	21	8	613,439	25,850	15,567	9,597
Warrington	71	1,582	1,779	39	386	110	2	743,910	215,967	27,223	1,828
Welshpool	11	664	180	2	453	118	–	43,965	78,700	15,737	—
Weymouth	30	492	254	53	97	14	10	234,883	25,924	3,768	2,895
Worcester	6	731	532	88	675	339	26	25,742	183,896	49,152	2,555
York	37	1,083	279	39	237	35	4	195,619	97,348	16,965	2,640
TOTAL COUNTRY	2,256	63,405	43,866	3,116	20,733	9,693	485	23,989,537	7,159,861	2,959,418	368,872
LONDON	58	4,990	2,644	99	4	33	2	7,609,117	4,076	181,860	8,790
TOTAL ENGLAND	2,314	68,395	46,510	3,215	20,737	9,726	487	31,598,654	7,163,937	3,141,278	377,662

AN ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom, &c.—*continued.*

COLLECTIONS.	Number of				Number who brew their own Beer.			Bushels of Malt consumed by each Class.			
			Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons Licensed to sell Beer	
	Brewers.	Victuallers	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.
SCOTLAND:											
Aberdeen -	–	897	–	–	22	–	–	– –	53,268	–	–
Campbelton -	–	167	–	–	–	–	–	– –	–	–	–
Dumfries -	5	497	–	–	6	–	–	16,137	25,621	–	–
Dundee - -	8	1,389	–	–	30	–	–	6,268	72,027	–	–
Edinburgh -	26	1,129	–	–	–	–	–	1,397,292	–	–	–
Elgin - -	2	455	–	–	8	–	–	3,390	16,933	–	–
Fort William -	–	31	–	–	–	–	–	– –	–	–	–
Glasgow -	9	2,164	–	–	–	–	–	340,826	–	–	–
Greenock -	10	1,843	–	–	2	–	–	67,290	1,464	–	–
Haddington -	10	783	–	–	11	–	–	69,626	32,791	–	–
Inverness -	2	350	–	–	8	–	–	403	12,634	–	–
Linlithgow -	6	1,235	–	–	2	–	–	30,715	3,372	–	–
Long Island -	–	27	–	–	–	–	–	– –	–	–	–
Oban - -	–	64	–	–	1	–	–	– –	20	–	–
Orkney - -	–	48	–	–	3	–	–	– –	1,582	–	–
Perth - -	3	531	–	–	22	–	–	1,834	37,740	–	–
Poolewe - -	–	26	–	–	–	–	–	– –	–	–	–
Shetland - -	–	31	–	–	1	–	–	– –	184	–	–
Skye - -	–	29	–	–	–	–	–	– –	–	–	–
Stirling - -	12	726	–	–	4	–	–	184,956	19,917	–	–
Thurso - -	–	52	–	–	–	–	–	– –	–	–	–
Wick - -	1	78	–	–	–	–	–	241	–	–	–
TOTAL SCOTLAND	94	12,552	–	–	120	–	–	2,118,978	277,553	–	–
IRELAND:											
Athlone - -	8	916	–	–	–	–	–	14,622	–	–	–
Bandon - -	6	1,141	–	–	–	–	–	47,533	–	–	–
Belfast - -	8	1,619	–	–	–	–	–	40,224	–	–	–
Carlow - -	7	1,115	–	–	–	–	–	125,530	–	–	–
Coleraine -	5	1,076	–	–	–	–	–	15,883	–	–	–
Cork - -	5	1,247	–	–	–	–	–	525,184	–	–	–
Dublin - -	12	1,019	–	–	–	–	–	1,786,236	–	–	–
Dundalk - -	7	1,248	–	–	–	–	–	165,084	–	–	–
Galway - -	4	730	–	–	–	–	–	14,782	–	–	–
Limerick -	6	1,580	–	–	–	–	–	32,238	–	–	–
Londonderry -	3	968	–	–	–	–	–	20,197	–	–	–
Sligo - -	4	943	–	–	–	–	–	15,430	–	–	–
Waterford -	8	1,208	–	–	–	–	–	168,563	–	–	–
Wexford -	4	664	–	–	–	–	–	33,369	–	–	–
TOTAL IRELAND	87	15,474	–	–	–	–	–	3,004,875	–	–	–

TOTALS COLLECTED.

ENGLAND -	2,314	68,395	46,510	3,215	20,737	9,726	487	31,598,654	7,163,937	3,141,278	377,662
SCOTLAND -	94	12,552	–	–	120	–	–	2,118,978	277,553	–	–
IRELAND -	87	15,474	–	–	–	–	–	3,004,875	–	–	–
UNITED KINGDOM - -	2,495	96,421	46,510	3,215	20,857	9,726	487	36,722,507	7,441,490	3,141,278	377,662

AN ACCOUNT of the Total Number of BUSHELS of MALT made, and the Amount of DUTY charged, for the Year ending the 31st day of December 1867.

Bushels of Malt made.	Amount of Duty charged.
	£. s. d.
47,891,816	6,494,217 12 5¾

AN ACCOUNT of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1866 to the 30th day of September 1867, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000 and under 550,000; over 550,000 and under 600,000; over 600,000; showing in each case the Supplementary Charge or the Supplementary Diminution; stating the Amount paid for Licences for each Class, and the Total Amount paid by all Classes.

UNITED KINGDOM.

YEAR ended 30th September 1867.

Common Brewers paying for Licences.			Amount of Licence Duty Charged on each Class.	Supplementary Charge.	Supplementary Diminution.
Over	Under	Number.			
Barrels.	*Barrels.*		£. s. d.	£. s. d.	£. s. d.
—	1,000	30,019	93,376 2 6	12,516 13 9	13,947 17 6
1,000	10,000	1,808	85,870 12 –	8,874 10 –	7,734 19 –
10,000	20,000	204	40,056 4 –	3,633 6 –	3,059 2 –
20,000	30,000	65	22,526 18 –	1,077 11 –	2,085 5 –
30,000	50,000	53	27,904 10 –	1,272 1 6	894 10 6
50,000	100,000	25	23,119 7 6	2,518 15 –	1,343 18 6
100,000	150,000	8	12,256 7 6	331 5 –	830 9 6
150,000	200,000	5	10,855 – –	- - -	598 2 6
200,000	250,000	- -	- - -	- - -	882 10 –
250,000	300,000	4	13,849 15 –	4,064 12 6	73 2 6
300,000	350,000	2	8,556 15 –	- - -	674 7 6
350,000	400,000	- -	- - -	- - -	946 5 –
400,000	450,000	1	5,675 5 –	—	—
450,000	500,000	1	5,707 15 –	121 17 6	—
500,000	550,000	1	6,688 7 6	- - -	1,195 – –
550,000	600,000	—	—	—	—
600,000	- -	2	18,143 12 6	- - -	1,740 – –
Beginners at 12 *s.* 6 *d.*		4,912	3,070 – –	—	—
		37,110	377,656 11 6	34,410 12 3	36,005 9 6
					34,410 12 3
Net Supplementary Diminution -			1,594 17 3		1,594 17 3
TOTAL Amount paid by all Classes - - -		£.	376,061 14 3		

Inland Revenue Office,
21 April 1868.

Fred. Gripper,
Accountant and Comptroller General.

AN ACCOUNT of the Number of Barrels of BEER Exported from the United Kingdom, and the Declared Value thereof, and where Exported to, from the 1st day of October 1866 to the 1st day of October 1867, distinguishing *England*, *Scotland*, and *Ireland* (in continuation of Parliamentary Paper, No. 380, of Session 1867).

BEER EXPORTED from 1st October 1866 to 1st October 1867.

COUNTRIES to which Exported.	From ENGLAND.		From SCOTLAND.		From IRELAND.		From the UNITED KINGDOM.	
	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	Barrels.	£.	*Barrels.*	£.	*Barrels.*	£.	*Barrels.*	£.
Russia	3,258	12,757	1	8	–	–	3,259	12,765
Sweden	211	1,144	–	–	–	–	211	1,144
Norway	146	580	1	3	–	–	147	583
Denmark	461	1,670	8	36	–	–	469	1,706
Prussia	2,817	10,100	18	89	–	–	2,835	10,189
Hanover	8	26	–	–	–	–	8	26
Mecklenburgh	58	192	–	–	–	–	58	192
Hamburgh	2,810	9,265	1,073	6,084	–	–	3,883	15,349
Bremen	472	1,397	–	–	–	–	472	1,397
Lubeck	1	4	–	–	–	–	1	4
Holland	1,969	7,096	484	1,728	–	–	2,453	8,824
Belgium	3,482	12,406	139	539	–	–	3,621	12,945
Channel Islands	7,086	21,060	–	–	–	–	7,086	21,060
France	14,381	47,389	37	140	–	–	14,418	47,529
Portugal, Azores, and Madeira	1,021	3,919	178	696	3	5	1,202	4,620
Spain and Canaries	964	4,226	–	–	–	–	964	4,226
Gibraltar	10,088	34,175	225	617	–	–	10,313	34,792
Italy	310	1,300	2	8	–	–	312	1,308
Papal Territory	1	4	–	–	–	–	1	4
Illyria, Croatia, and Dalmatia	6	28	–	–	–	–	6	28
Malta	4,007	14,095	33	120	–	–	4,040	14,215
Greece	122	551	–	–	–	–	122	551
Ionian Islands	40	172	–	–	–	–	40	172
Turkey	1,016	4,276	–	–	–	–	1,016	4,276
Wallachia and Moldavia	39	184	–	–	–	–	39	184
Syria and Palestine	202	1,149	3	16	–	–	205	1,165
Egypt	2,002	8,646	61	286	–	–	2,063	8,932
Algeria	20	66	–	–	–	–	20	66
Morocco	17	72	–	–	–	–	17	72
Western Africa	1,574	8,102	165	700	–	–	1,739	8,802
Cape Verde Islands	38	118	–	–	–	–	38	118
Ascension and St. Helena	1,079	3,863	–	–	–	–	1,079	3,863
British Possessions in South Africa.	11,009	46,387	208	745	–	–	11,217	47,132
Mauritius	2,899	11,832	426	1,596	–	–	3,325	13,428
Madagascar	8	40	–	–	–	–	8	40
Aden	2,185	6,568	–	–	–	–	2,185	6,568
Persia	265	1,241	–	–	–	–	265	1,241
British India, Continental Territory.	164,789	478,156	5,715	20,847	–	–	170,504	499,003
„ Singapore	1,960	7,783	1,005	4,123	–	–	2,965	11,906
„ Ceylon	4,790	17,578	778	2,375	–	–	5,568	19,953
Java	345	1,856	396	1,881	–	–	741	3,737
Philippine Islands	381	2,147	170	665	–	–	551	2,812
China and Hong Kong	14,632	59,107	138	492	–	–	14,770	59,599
Japan	1,698	7,402	132	467	–	–	1,830	7,869
Australia :								
West Australia	4,380	16,091	–	–	–	–	4,380	16,091
South Australia	7,341	30,271	51	241	–	–	7,392	30,512
Victoria	39,029	168,698	3,224	12,391	–	–	42,253	181,089
New South Wales	35,973	139,250	449	1,494	–	–	36,422	140,744
Queensland	6,354	26,843	–	–	–	–	6,354	26,843
Tasmania	1,232	5,504	–	–	–	–	1,232	5,504
New Zealand	11,755	52,765	2,051	7,481	–	–	13,806	60,246
Islands in the Pacific	735	2,906	–	–	–	–	735	2,906
British North America	5,732	27,642	1,856	6,000	–	–	7,588	33,642
British West Indies	18,501	69,028	8,343	29,393	533	1,810	27,377	100,231
Foreign West Indies	6,197	31,614	7,008	26,890	–	–	13,205	58,504
United States	14,823	71,525	5,033	23,649	–	–	19,856	95,174
Mexico	459	2,727	–	–	–	–	459	2,727
Central America	640	3,199	–	–	–	–	640	3,199
New Granada	1,381	7,783	–	–	–	–	1,381	7,783
Venezuela	578	3,780	–	–	–	–	578	3,780
Ecuador	229	1,258	–	–	–	–	229	1,258
Peru	5,849	35,078	1,543	5,489	–	–	7,392	40,567
Bolivia	122	650	–	–	–	–	122	650
Chili	4,666	19,630	7,885	28,253	–	–	12,551	47,883
Brazil	15,179	77,703	4,543	16,761	–	–	19,727	94,464
Uruguay	5,580	29,277	5,998	22,270	–	–	11,578	51,547
Argentine Confederation	6,440	31,088	7,524	28,215	–	–	13,964	59,303
Falkland Islands	332	1,011	–	–	–	–	332	1,011
TOTAL	458,174	1,705,450	66,909	252,788	536	1,815	525,619	1,960,053

Office of the Inspector General of Imports and Exports,
Custom House, London, 3 December 1867.

Edw. Bernard,
Inspector General.

BREWERS, &c.

ACCOUNTS of the Number of Persons in each of the several Collections in the United Kingdom Licensed as Brewers, Victuallers, to Sell Beer to be Drunk on the Premises, and to Sell Beer not to be Drunk on the Premises, from 1 October 1866 to 30 September 1867;—and, the Number of Barrels of Beer Exported from the United Kingdom, and the Declared Value thereof, and where Exported to, from 1 October 1866 to 1 October 1867, distinguishing *England*, *Scotland*, and *Ireland*; &c.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed*,
28 *April* 1868.

Under 1 *oz.*

COALS, CINDERS, AND CULM, &c.

RETURN to an Order of the Honourable The House of Commons, dated 13 May 1868;—*for*,

No. 1.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom, in the Year 1867; distinguishing the Quantity Shipped at each of the said Ports, as compared with the Year 1866:"

No. 2.—AN ACCOUNT "of the Quantities and Declared Value of Coals, Cinders, and Culm, and Patent Fuel Exported from the several Ports of *England*, *Scotland*, and *Ireland*, to Foreign Countries and the *British* Settlements Abroad, in the Year 1867; distinguishing the Countries to which the same were sent, and comparing the same with the Year 1866; also distinguishing the Ports of the United Kingdom from which the same were Shipped:"

No. 3.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Exported from the United Kingdom in the Year 1867, with the Rate and Amount of Duty thereon:"

No. 4.—AN ACCOUNT "of the Quantities of Coals and Patent Fuel brought Coastways, by Inland Navigation, and by Railway, into the Port of *London*, during the Year 1867, comparing the same with the Quantities brought during the Year 1866:" And,

No. 5.—AN ACCOUNT "of the Quantities of Coals and Patent Fuel Imported into the various Ports of the United Kingdom."

— No. 1. —

AN ACCOUNT of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which SHIPPED.	COALS, CINDERS, AND CULM.								PATENT FUEL.	
	YEAR 1866.				YEAR 1867.					
	Coals.	Cinders.	Culm.	Total.	Coals.	Cinders.	Culm.	Total.	Year 1866.	Year 1867.
England:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	2,619	-	-	2,619	3,659	-	-	3,659	—	—
Rochester	3,998	95	-	4,093	4,575	165	-	4,740	—	—
Dover	-	915	-	915	-	490	-	490	—	—
Littlehampton	105	-	-	105	-	-	-	-	—	—
Portsmouth	6,358	-	75	6,433	9,680	-	267	9,947	—	—
Southampton	255	-	-	255	-	-	-	-	—	—
Cowes	146	-	-	146	200	-	-	200	—	—
Weymouth	-	-	-	-	50	-	-	50	—	—
Plymouth	112	-	30	142	64	-	-	64	—	—
Bristol	38	340	-	378	540	455	-	995	—	—
Gloucester	173,725	-	30	173,755	160,681	-	-	160,681	—	—
Cardiff	887,850	2,735	-	890,585	872,911	1,442	145	874,498	9,734	2,680
Newport	657,736	2,160	-	659,896	785,833	731	-	786,564	—24	—
Swansea	226,942	100	38,646	265,688	250,361	498	43,174	294,033	20,3	37,429
——Neath	176,744	-	64,237	240,981	166,966	-	63,354	230,320	—	—
——Port Talbot	86,738	26	-	86,764	80,501	-	62	80,563	—	—
——Porth Cawl	43,520	83	-	43,603	89,191	1,777	-	90,968	—	—
Llanelly	181,700	-	19,920	201,620	194,357	-	15,379	209,736	—	—
Milford	17,646	-	24,871	42,517	20,663	-	28,082	48,745	—	—
Chester	59,818	-	-	59,818	79,433	-	-	79,433	—	—
Liverpool	265,576	-	-	265,576	277,579	-	-	277,579	—	—
Runcorn	116,937	-	-	116,937	87,462	60	-	87,522	—	—
Preston	34,335	-	200	34,535	31,257	-	-	31,257	—	—
Fleetwood	12,315	-	-	12,315	10,912	-	-	10,912	—	—
Lancaster	719	1,056	-	1,775	909	552	-	1,461	—	—
Whitehaven	143,487	-	3,612	147,099	161,998	-	7,956	169,954	—	—
Workington	137,453	-	-	137,453	136,607	-	-	136,607	—	—
Maryport	431,239	-	-	431,239	476,162	-	-	476,162	—	—
Carlisle	36,096	-	-	36,096	52,705	44	-	52,749	—	—
Berwick	198	-	-	198	335	-	-	335	—	—
Newcastle	2,520,148	9,403	-	2,529,551	2,523,784	13,229	-	2,537,013	—	—
North Shields	22,736	-	-	22,736	119,193	-	-	119,193	—	—
South Shields	39,308	-	66	39,374	22,367	-	-	22,367	—	—
Sunderland	2,228,231	1,032	-	2,229,263	2,313,934	297	-	2,314,231	3,275	—
Hartlepool	903,611	223	-	903,834	894,785	685	-	895,470	—	—
Middlesborough	149,547	2,225	-	151,772	134,627	-	3,682	138,309	—	—
Stockton	69	-	-	69	45	210	-	255	—	—
Gainsborough	15,063	-	-	15,063	15,132	-	-	15,132	—	—
Hull	13,551	-	-	13,551	11,268	-	-	11,268	—	—
Goole	97,813	-	-	97,813	76,527	-	-	76,527	—	—
Grimsby	34,969	-	-	34,969	44,923	-	-	44,923	—	—
Boston	22	-	-	22	60	-	-	60	—	—
Colchester	10	112	-	122	-	70	-	70	—	—
Scotland:										
Leith	10,295	-	-	10,295	12,404	-	-	12,404	—	—
Granton	18,999	-	-	18,999	33,142	-	-	33,142	—	—
Borrowstoness	30,139	-	-	30,139	30,000	{ Estimated Quantity. The Records destroyed by Fire }		30,000	—	—
Grangemouth	3,318	-	-	3,318	2,666	-	-	2,666	—	—
Alloa	6,163	-	-	6,163	8,807	-	-	8,807	—	—
Kirkcaldy	61,912	-	-	61,912	57,467	-	-	57,467	—	—
Perth	-	-	-	-	84	-	-	84	—	—
Dundee	1,018	-	-	1,018	408	-	-	408	—	—
Greenock	7,253	-	-	7,253	12,831	-	-	12,831	—	—
Glasgow	117,119	-	-	117,119	152,125	-	-	152,125	—	—
Ardrossan	111,088	-	-	111,088	166,952	-	1,023	167,975	—	—
Troon	345,488	-	100	345,588	406,001	-	-	406,001	—	—
Ayr	106,137	-	-	106,137	120,438	-	-	120,438	—	—
Ireland:										
New Ross	120	-	-	120	—	—	—	—	—	—
Total	10,548,532	20,505	151,787	10,720,824	11,115,561	20,705	163,124	11,299,390	33,333	40,109

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported

YEAR 1866.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	62,362	3,460	-	65,822	1,326	60,280	3,396	-	63,676	1,574
Portsmouth	17	10	-	27	-	15	7	-	22	—
Southampton	4,623	-	-	4,623	-	3,880	-	-	3,880	—
Poole	630	-	-	630	-	465	-	-	465	—
Lyme	170	-	-	170	-	170	-	-	170	—
Plymouth	85	-	-	85	-	61	-	-	61	—
Falmouth	25	-	-	25	-	20	-	-	20	—
Penzance	16	-	-	16	-	13	-	-	13	—
Truro	206	-	-	206	-	124	-	-	124	—
Bristol	10,343	223	-	10,566	108	6,560	219	-	6,779	95
Gloucester	1,892	-	-	1,892	-	974	-	-	974	—
Newport	372,878	5,154	-	378,032	30	195,005	3,805	-	198,810	18
Cardiff	1,848,757	12,926	-	1,861,683	56,115	1,061,329	9,648	-	1,070,977	38,697
Swansea	535,208	2,758	560	538,526	124,622	290,823	1,848	140	292,811	71,489
—— Neath	41,887	135	1,033	43,055	-	18,505	46	348	18,899	—
—— Port Talbot	9,511	-	-	9,511	-	4,875	-	-	4,875	—
—— Porth Cawl	900	-	-	900	-	405	-	-	405	—
Llanelly	128,663	-	9,072	137,735	-	55,425	-	1,813	57,238	—
Milford	1,000	-	1,478	2,478	-	652	-	348	1,000	—
Beaumaris	285	-	-	285	-	205	-	-	205	—
Chester	600	-	-	600	-	282	-	-	282	—
Liverpool	710,238	19,616	-	729,854	1,941	429,403	20,729	-	450,132	1,189
Runcorn	5,997	-	-	5,997	-	3,067	-	-	3,067	—
Preston	1,837	-	-	1,837	-	900	-	-	900	—
Fleetwood	474	-	-	474	-	238	-	-	238	—
Lancaster	2,164	-	-	2,164	-	1,120	-	-	1,120	—
Whitehaven	2,115	-	-	2,115	-	966	-	-	966	—
Maryport	4,328	-	-	4,328	-	1,800	-	-	1,800	—
Workington	130	-	-	130	-	58	-	-	58	—
Carlisle	2,995	-	-	2,995	-	1,488	-	-	1,488	—
Berwick	282	-	-	282	-	130	-	-	130	—
Newcastle	2,380,380	179,680	887	2,560,947	3,282	1,104,704	132,346	532	1,237,582	1,912
North Shields	296,950	1,220	-	298,170	-	132,021	812	-	132,833	—
South Shields	63,527	540	-	64,067	-	25,194	440	-	25,634	—
Sunderland	1,128,373	17,197	-	1,145,570	1,054	477,829	11,979	-	489,808	648
Hartlepool	573,568	31,394	-	604,962	-	245,585	23,703	-	269,288	—
Middlesborough	94,573	28,822	-	123,395	-	38,853	21,485	-	60,338	—
Stockton	127	-	-	127	-	57	-	-	57	—
Scarborough	20	-	-	20	-	14	-	-	14	—
Gainsborough	245	-	-	245	-	123	-	-	123	—
Hull	182,987	1,040	-	184,027	-	92,422	848	-	93,270	—
Goole	8,288	-	-	8,288	-	3,901	-	-	3,901	—
Grimsby	183,753	-	-	183,753	-	91,612	-	-	91,612	—
Ipswich	54	-	-	54	-	45	-	-	45	—
SCOTLAND:										
Glasgow	84,717	532	-	85,249	70	50,994	499	-	51,493	71
Leith	71,326	150	-	71,476	-	79,621	156	-	79,777	—
Granton	29,857	-	-	29,857	-	24,874	-	-	24,874	—
Borrowstoness	177,154	-	-	177,154	-	93,761	-	-	93,761	—
Grangemouth	110,895	76	-	110,971	-	50,170	74	-	50,244	—
Alloa	70,565	-	-	70,565	-	26,625	-	-	26,625	—
Kirkcaldy	127,449	-	-	127,449	-	53,528	-	-	53,528	—
Dundee	31,940	351	-	32,291	-	15,551	550	-	16,101	—
Aberdeen	628	-	-	628	-	340	-	-	340	—
Peterhead	20	-	-	20	-	15	-	-	15	—
Wick	908	-	-	908	-	1,435	-	-	1,435	—
Greenock	74,662	212	-	74,874	-	38,639	196	-	38,835	—
Port Glasgow	7,239	-	-	7,239	-	3,732	-	-	3,732	—
Ardrossan	63,319	-	-	63,319	-	26,812	-	-	26,812	—
Troon	116,156	-	-	116,156	-	46,830	-	-	46,830	—
Ayr	3,363	-	-	3,363	-	1,403	-	-	1,403	—
IRELAND:										
Belfast	550	-	-	550	-	320	-	-	320	—
Wexford	775	-	-	775	-	416	-	-	416	—
Cork	200	-	-	200	-	174	-	-	174	—
TOTAL	9,635,186	305,496	13,030	9,953,712	188,548	4,866,838	232,786	3,181	5,102,805	115,693

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and *British* Settlements Abroad—*continued.*

YEAR 1866.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	479,886	12,809	-	492,695	-	226,620	9,922	-	236,542	—
„ Southern Ports	80,024	721	-	80,745	-	42,985	382	-	43,367	—
„ Ports on the North Pacific	1,184	-	-	1,184	-	618	-	-	618	—
Sweden	255,570	18,715	-	274,285	-	119,624	14,231	-	133,855	—
Norway	185,115	8,025	-	193,140	10	85,788	6,037	-	91,825	12
Denmark, including Iceland	529,565	10,635	-	540,200	-	249,966	8,296	-	258,262	—
Prussia	461,871	19,357	-	481,228	-	192,702	13,412	-	206,114	—
Schleswig and Holstein	153,564	626	-	154,190	-	66,878	495	-	67,373	—
Hanover	70,434	1,387	-	71,821	-	32,468	1,111	-	33,579	—
Mecklenburg Schwerin	49,626	1,230	-	50,856	-	20,856	708	-	21,564	—
Oldenburg	22,305	601	-	22,906	-	10,480	480	-	10,960	—
Hamburg	559,889	14,708	-	574,597	1,600	259,442	12,117	-	271,559	1,023
Bremen	9,269	125	-	9,394	-	6,711	100	-	6,811	—
Lubeck	26,192	1,132	-	27,324	-	12,064	834	-	12,898	—
Heligoland	188	-	-	188	-	93	-	-	93	—
Holland	237,758	6,109	-	243,867	-	113,926	4,623	-	118,549	—
Belgium	66,141	-	-	66,141	-	32,793	-	-	32,793	—
Channel Islands	72,582	449	-	73,031	-	34,775	381	-	35,156	—
France	1,913,365	5,813	12,058	1,931,236	10,847	898,882	3,945	2,626	905,453	5,992
Portugal, Azores, and Madeira	168,223	4,325	-	172,548	6,337	84,543	3,203	-	87,746	3,703
Spain and the Canaries	454,456	72,669	-	527,125	47,271	249,787	55,321	-	305,108	26,974
Gibraltar	75,201	23	-	75,224	-	41,286	17	-	41,303	—
Italy	630,521	13,712	-	644,233	34,467	324,960	10,700	-	335,660	20,337
Papal Territory	14,827	-	-	14,827	6,224	7,570	-	-	7,570	3,815
Illyria, Croatia, and Dalmatia	61,842	1,199	-	63,041	-	34,744	928	-	35,672	—
Malta	168,258	632	-	168,890	611	92,498	474	-	92,972	366
Greece	29,960	8,989	-	38,949	-	16,872	6,619	-	23,491	—
Ionian Islands	30,997	-	-	30,997	-	17,265	-	-	17,265	—
Turkey	219,132	934	-	220,066	-	118,742	660	-	119,402	—
Wallachia and Moldavia	6,519	-	-	6,519	-	3,790	-	-	3,790	—
Syria and Palestine	19,967	-	-	19,967	-	11,216	-	-	11,216	—
Egypt	277,258	47,470	887	325,615	16,238	146,645	31,446	532	178,623	9,719
Tunis	5,208	-	-	5,208	-	2,769	-	-	2,769	—
Algeria	27,581	67	-	27,648	622	13,792	49	-	13,841	404
Morocco	546	-	-	546	-	293	-	-	293	—
Western Coast of Africa	19,496	-	-	19,496	3,046	10,786	-	-	10,786	1,687
Cape Verde Islands	41,505	-	-	41,505	2,638	24,569	-	-	24,569	1,451
Ascension	4,059	-	-	4,059	-	2,573	-	-	2,573	—
St. Helena	1,235	-	-	1,235	-	846	-	-	846	—
British Possessions in South Africa	26,449	983	-	27,432	100	15,543	855	-	16,398	60
Eastern Coast of Africa	3,030	-	-	3,030	-	2,051	-	-	2,051	—
Madagascar	53	-	-	53	-	30	-	-	30	—
Mauritius	28,130	478	-	28,608	740	15,354	376	-	15,730	866
Arabia, Aden	70,361	477	-	70,838	17,713	37,831	358	-	38,189	11,408
——— Muscat	4,724	-	-	4,724	-	2,772	-	-	2,772	—
Persia	502	-	-	502	-	455	-	-	455	—
British India: Continental Territories	281,778	27,027	-	308,805	10,745	156,453	24,627	-	181,080	7,427
„ Singapore	64,617	-	-	64,617	7,236	36,588	-	-	36,588	4,755
„ Ceylon	63,174	735	-	63,909	8,579	33,523	646	-	34,169	6,529
Siam	161	-	-	161	-	92	-	-	92	—
Cochin China	1,925	-	-	1,925	-	940	-	-	940	—
Java	18,082	230	-	18,312	-	8,933	208	-	9,141	—
Sumatra	1,154	-	-	1,154	-	578	-	-	578	—
Macassar	727	-	-	727	-	303	-	-	303	-
Amboyna	896	-	-	896	-	421	-	-	421	—
Philippine Islands	2,651	-	-	2,651	-	1,588	-	-	1,588	—
China and Hong Kong	107,936	281	-	108,217	7,792	64,224	221	-	64,445	5,103
Japan	10,985	-	-	10,985	2,766	5,808	-	-	5,808	1,874
Australia	22,370	3,111	-	25,481	-	15,067	4,129	-	19,196	—
Sandwich Islands	66	-	-	66	-	44	-	-	44	—
British North America	187,726	951	85	188,762	-	96,207	806	23	97,036	—
British West Indies	137,324	70	-	137,394	1,220	80,072	57	-	80,129	1,130
Foreign West Indies	382,564	87	-	382,651	868	202,300	70	-	202,370	485
United States of America:										
Ports on the Atlantic	126,384	238	-	126,622	-	76,473	159	-	76,632	—
Ports on the Pacific	7,491	-	-	7,491	-	7,269	-	-	7,269	—
Mexico	13,721	-	-	13,721	-	7,539	-	-	7,539	—
Central America	747	18	-	765	-	616	20	-	636	—
New Granada	27,590	2,996	-	30,586	200	17,752	2,136	-	19,888	128
Venezuela	1,088	1,023	-	2,111	-	565	767	-	1,332	—
Ecuador	25	-	-	25	-	20	-	-	20	—
Peru	60,960	2,729	-	63,689	-	44,310	2,169	-	46,479	—
Bolivia	750	-	-	750	-	300	-	-	300	—
Chili	130,686	510	-	131,196	-	65,656	477	-	66,133	—
Brazil	245,438	6,448	-	251,886	44	149,060	4,601	-	153,661	31
Uruguay	118,016	596	-	118,612	-	69,943	469	-	70,412	—
States of the Argentine Confederation	51,095	4,046	-	55,141	584	35,195	3,144	-	38,339	414
Falkland Islands	2,491	-	-	2,491	-	1,746	-	-	1,746	—
TOTAL	9,635,186	305,496	13,030	9,953,712	188,548	4,866,838	232,786	3,181	5,102,805	115,693

No. 2.—AN ACCOUNT of the Quantities and Declared Value of Coals, Cinders, and Culm, and Patent Fuel Exported

YEAR 1867.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
England:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	66,694	4,420	-	71,123	5,146	65,376	6,212	-	71,588	6,115
Littlehampton	-	-	-	-	11	-	-	-	-	6
Portsmouth	38	14	-	52	-	50	8	-	58	—
Cowes	20	-	-	20	-	16	-	-	16	—
Southampton	104	-	-	104	-	58	-	-	58	—
Poole	33	-	-	33	-	33	-	-	33	—
Dartmouth	10	-	-	10	31	10	-	-	10	16
Plymouth	43	-	-	43	5	16	-	-	16	8
Falmouth	465	-	-	465	-	369	-	-	369	—
Penzance	80	-	-	80	-	61	-	-	61	—
Fowey	125	-	-	125	-	55	-	-	55	—
Hayle	320	-	-	320	-	168	-	-	168	—
Bristol	8,218	264	-	8,482	-	4,993	264	-	5,257	—
Bridgewater	273	-	-	273	-	135	-	-	135	—
Gloucester	1,440	-	-	1,440	-	786	-	-	786	—
Newport	389,368	1,405	-	390,773	-	204,351	959	-	205,310	—
Cardiff	1,929,917	15,394	-	1,945,311	37,433	1,120,649	10,906	-	1,131,555	27,115
Swansea	474,377	4,252	50	478,679	105,895	257,878	2,869	15	260,762	62,291
——Neath	43,791	683	1,559	46,033	-	19,996	267	616	20,879	—
——Port Talbot	6,606	374	-	6,980	-	3,409	236	-	3,645	—
——Porth Cawl	13,743	233	-	13,976	-	6,775	154	-	6,929	—
Llanelly	140,824	-	18,080	158,904	-	60,377	-	3,416	63,793	—
Milford	847	-	-	847	-	508	-	-	508	—
Chester	15	-	-	15	-	5	-	-	5	—
Liverpool	656,150	26,251	-	682,401	1,530	413,078	29,346	-	442,424	942
Runcorn	2,152	-	-	2,152	-	1,078	-	-	1,078	—
Preston	351	-	-	351	-	165	-	-	165	—
Fleetwood	1,010	-	-	1,010	-	490	-	-	490	—
Lancaster	2,472	-	-	2,472	-	1,372	-	-	1,372	—
Whitehaven	1,506	-	-	1,506	-	695	-	-	695	—
Maryport	4,085	-	-	4,085	-	1,793	-	-	1,793	—
Carlisle	1,124	-	-	1,124	-	562	-	-	562	—
Berwick	210	-	-	210	-	94	-	-	94	—
Newcastle	2,470,826	208,727	-	2,679,553	-	1,192,116	153,500	-	1,345,616	—
North Shields	332,357	902	-	333,259	-	159,507	765	-	160,272	—
South Shields	114,719	1,962	-	116,681	-	48,084	1,532	-	49,616	—
Sunderland	1,168,930	18,939	-	1,187,869	-	507,277	13,587	-	520,864	—
Hartlepool	642,860	27,953	-	670,813	-	282,831	20,216	-	303,047	—
Middlesborough	79,072	28,070	-	107,142	-	33,141	20,330	-	53,471	—
Stockton	179	6	-	185	-	91	4	-	95	—
Gainsborough	174	-	-	174	-	70	-	-	70	—
Hull	163,009	1,048	-	164,057	-	87,153	1,154	-	88,307	—
Goole	16,316	-	-	16,316	-	7,965	-	-	7,965	—
Grimsby	195,886	380	-	196,266	-	98,527	380	-	98,907	—
Yarmouth	138	51	-	189	-	103	43	-	146	—
Lowestoft	307	-	-	307	-	77	-	-	77	—
Scotland:										
Leith	80,254	125	-	80,379	-	71,765	160	-	71,925	—
Granton	36,580	-	-	36,580	-	22,965	-	-	22,965	—
Borrowstoness	184,737	296	-	185,033	-	91,431	248	-	91,679	—
Alloa	88,857	-	-	88,857	-	31,649	-	-	31,649	—
Grangemouth	119,061	48	4	119,113	-	55,154	37	3	55,194	—
Kirkcaldy	154,645	-	-	154,645	-	64,044	-	-	64,044	—
Dundee	40,240	-	-	40,240	-	19,293	-	-	19,293	—
Arbroath	2,258	-	-	2,258	-	818	-	-	818	—
Montrose	239	-	-	239	-	120	-	-	120	—
Aberdeen	125	-	-	125	-	94	-	-	94	—
Peterhead	20	-	-	20	-	15	-	-	15	—
Kirkwall	9	-	-	9	-	9	-	-	9	—
Lerwick	17	-	-	17	-	17	-	-	17	—
Greenock	103,844	-	-	103,844	-	48,406	-	-	48,406	—
Port Glasgow	9,071	-	-	9,071	-	4,029	-	-	4,029	—
Glasgow	134,074	1,520	-	135,594	-	63,326	2,085	-	65,411	—
Ardrossan	59,909	-	-	59,909	-	24,219	-	-	24,219	—
Troon	102,250	-	-	102,250	-	40,733	-	-	40,733	—
Ayr	2,549	-	-	2,549	-	1,034	-	-	1,034	—
Stranraer	208	-	-	208	-	93	-	-	93	—
Ireland:										
Dublin	580	-	-	580	-	421	-	-	421	—
Waterford	70	-	-	70	-	35	-	-	35	—
Cork	278	-	-	278	-	213	-	-	213	—
Belfast	1,700	-	-	1,700	-	914	-	-	914	—
Total	10,052,759	343,326	19,693	10,415,778	150,051	5,123,140	265,262	4,050	5,392,452	96,493

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and the *British* Settlements Abroad—*continued.*

YEAR 1867.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	449,613	17,626	-	467,239	-	227,802	13,328	-	241,130	—
„ Southern Ports	129,632	607	-	130,239	-	66,127	351	-	66,478	—
Sweden	255,466	18,433	-	273,899	-	123,641	13,594	-	137,235	—
Norway	217,423	7,461	-	224,884	-	98,199	5,769	-	103,968	—
Denmark, including Iceland	535,218	8,392	-	543,610	-	255,168	6,361	-	261,529	—
Prussia	492,789	15,180	-	507,969	1	210,715	10,442	-	221,157	1
Schleswig Holstein and Lauenberg	150,177	1,336	-	151,513	-	65,317	974	-	66,291	—
Hanover	68,777	1,419	-	70,196	-	30,891	959	-	31,850	—
Mecklenburg Schwerin	50,565	1,180	-	51,745	-	20,405	820	-	21,225	—
Oldenburg	22,412	851	-	23,263	-	9,512	655	-	10,167	—
Hamburg	637,152	12,569	-	649,721	-	290,532	9,379	-	299,911	—
Bremen	15,458	95	-	15,553	-	10,035	69	-	10,104	—
Lubeck	25,032	1,380	-	26,412	-	11,944	893	-	12,837	—
Holland	269,720	3,881	-	273,601	4	131,292	2,891	-	134,183	5
Belgium	159,380	-	-	159,380	-	73,097	-	-	73,097	—
Channel Islands	75,888	358	-	76,246	36	37,018	253	-	37,271	24
France	1,971,256	5,231	19,163	1,995,650	14,453	928,897	4,330	3,951	937,178	8,218
Portugal, Azores, and Madeira	163,297	2,648	-	165,945	5,674	84,762	1,922	-	86,684	3,309
Spain and the Canaries	409,089	99,065	-	508,154	43,424	229,433	71,596	-	301,029	25,487
Gibraltar	102,560	25	-	102,585	2	57,983	19	-	58,002	2
Italy	512,065	13,144	530	525,739	25,024	259,714	9,901	99	269,714	14,831
Papal Territory	13,234	-	-	13,234	3,429	6,726	-	-	6,726	2,171
Illyria, Croatia, and Dalmatia	55,370	2,094	-	57,464	2,094	30,171	1,277	-	31,448	1,317
Malta	145,130	665	-	145,795	-	85,314	532	-	85,846	—
Greece	38,040	18,196	-	56,236	-	23,355	12,881	-	36,236	—
Ionian Islands	29,288	990	-	30,278	-	16,365	740	-	17,105	—
Turkey	211,057	870	-	211,927	-	116,765	565	-	117,330	—
Wallachia and Moldavia	9,513	-	-	9,513	-	5,771	-	-	5,771	—
Syria and Palestine	14,401	-	-	14,401	1,036	7,947	-	-	7,947	777
Egypt	358,018	54,990	-	413,008	4,593	189,988	40,271	-	230,259	2,884
Tunis	4,530	-	-	4,530	-	2,657	-	-	2,657	—
Algeria	35,551	66	-	35,617	1,006	18,938	45	-	18,983	667
Morocco	856	-	-	856	-	447	-	-	447	—
Western Coast of Africa	19,181	-	-	19,181	3,266	11,928	-	-	11,928	1,769
Cape Verde Islands	43,576	-	-	43,576	3,947	25,870	-	-	25,870	2,219
Ascension	6,744	-	-	6,744	-	3,522	-	-	3,522	—
St. Helena	1,755	-	-	1,755	51	1,126	-	-	1,126	63
British Possessions in South Africa	73,672	924	-	74,596	470	44,607	764	-	45,371	570
Eastern Coast of Africa	2,646	-	-	2,646	-	1,747	-	-	1,747	—
Madagascar	121	-	-	121	-	70	-	-	70	—
Mauritius	31,010	20	-	31,030	3,468	18,283	25	-	18,308	3,921
Arabia, Aden	115,572	-	-	115,572	5,630	62,931	-	-	62,931	3,942
„ Muscat	9,821	-	-	9,821	-	6,638	-	-	6,638	—
Persia	545	-	-	545	-	537	-	-	537	—
British India: Continental Territories	474,870	35,651	-	510,521	12,983	260,935	37,479	-	298,414	9,437
Straits Settlements	80,743	-	-	80,743	5,590	48,332	-	-	48,332	3,885
Ceylon	86,206	302	-	86,508	2,702	48,150	342	-	48,492	2,048
French Possessions in India	1,190	-	-	1,190	-	694	-	-	694	—
Siam	358	-	-	358	-	194	-	-	194	—
Cochin China	1,100	-	-	1,100	-	612	-	-	612	—
Java	27,793	617	-	28,410	-	15,780	689	-	16,469	—
Sumatra	806	-	-	806	-	445	-	-	445	—
Philippine Islands	3,506	-	-	3,506	-	2,070	-	-	2,070	—
China and Hong Kong	128,995	880	-	129,875	7,038	74,141	1,394	-	75,535	5,112
Japan	8,617	-	-	8,617	-	5,279	-	-	5,279	—
Australia	13,370	1,403	-	14,773	800	9,804	1,911	-	11,715	1,067
Sandwich Islands	170	-	-	170	-	143	-	-	143	—
British North America	169,309	1,748	-	171,057	-	85,821	1,315	-	87,136	—
British West Indies	109,298	132	-	109,430	508	63,045	148	-	63,193	580
Foreign West Indies	375,017	174	-	375,191	-	203,368	147	-	203,515	—
United States of America:										
Ports on the Atlantic	108,835	-	-	108,835	-	75,512	-	-	75,512	—
Ports on the Pacific	14,557	-	-	14,557	-	10,547	-	-	10,547	—
Mexico	5,961	20	-	5,981	-	4,659	20	-	4,679	—
Central America	158	-	-	158	-	100	-	-	100	—
New Granada	18,286	-	-	18,286	350	11,063	-	-	11,063	228
Venezuela	429	10	-	439	-	249	10	-	259	—
Ecuador	18	10	-	28	-	18	10	-	28	—
Peru	34,783	773	-	35,556	1,992	25,166	586	-	25,752	1,644
Bolivia	921	-	-	921	-	470	-	-	470	—
Chili	83,354	1,502	-	84,856	-	43,545	1,245	-	44,790	—
Brazil	207,521	8,758	-	216,279	-	125,364	7,008	-	132,372	—
Uruguay	124,401	151	-	124,552	-	75,405	130	-	75,535	—
States of the Argentine Confederation	38,193	1,499	-	39,692	480	27,175	1,222	-	28,397	315
Falkland Islands	1,194	-	-	1,194	-	767	-	-	767	—
Northern Whale Fisheries	200	-	-	200	-	100	-	-	100	—
TOTAL	10,052,759	343,326	19,693	10,415,778	150,051	5,123,140	265,262	4,050	5,392,452	96,493

— No. 3. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the United Kingdom to Foreign Countries and *British* Settlements Abroad, with the Rate and Amount of Duty Received thereon.

YEAR 1867.

	Quantities Exported.
	Tons.
Coals	10,052,759
Cinders	343,326
Culm	19,693
Total	10,415,778
	Tons.
Patent Fuel	150,051

The Duties on Coals, Cinders, and Culm Exported, were wholly repealed by Act 13 & 14 Vict. c. 95, from 14th August 1850.

— No. 4. —

AN ACCOUNT of the Quantities of COALS and PATENT FUEL brought COASTWAYS, by INLAND NAVIGATION, and by Railway, into the Port of *London* during the Year 1867, comparing the same with the Quantities brought during the Year 1866.

COALS and PATENT FUEL brought into the Port of *London*.

	Coals.		Patent Fuel.	
	Years		Years	
	1866.	1867.	1866.	1867.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Coastways	3,033,193	3,016,416	8,616	29,730
By Inland Navigation and by Railway	2,969,896	3,313,134	—	—
Total	6,003,089	6,329,550	8,616	29,730

The Quantities of Coals brought into the Port of London, as shown above, are stated on the authority of the Registrar of the Coal Market.

— No. 5. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Imported into the various Ports of the United Kingdom.

COALS, CINDERS, and CULM Imported into the United Kingdom.

Ports into which Imported.	YEARS. 1866.	1867.
ENGLAND:	*Tons.*	*Tons.*
London	112	35
Liverpool	13	—
Hull	40	—
Grimsby	-	1
Lynn	-	4
SCOTLAND:		
Glasgow	1	17
Port Glasgow	1	—
TOTAL	167	57

The Article of Patent Fuel is not distinguished in the Official Registry of Imports.

Office of the Inspector General of Imports and Exports, Custom House, London, 11 June 1868.

Edw. Bernard,
Inspector General.

AN ACCOUNT of the Quantities of COALS, CINDERS, CULM, and PATENT FUEL Shipped Coastways, from the Ports of *England*, *Scotland*, and *Ireland* severally; of the Quantities Exported from the same Ports to Foreign Countries and British Settlements Abroad; and, of the Quantities brought Coastways into the Port of *London*; and of the Quantities Imported into the United Kingdom in the Years 1866 and 1867.

(*Mr. Hussey Vivian.*)

Ordered, by The House of Commons, *to be Printed*,
18 *June* 1868.

COPPER, &c.

RETURN to an Order of the Honourable The House of Commons, dated 24 February 1868;—*for*,

RETURN "of all EXPORTS and IMPORTS of COPPER and COPPER ORE and REGULUS, TIN and TIN ORE, LEAD and LEAD ORE, SPELTER and ZINC, for Twelve Months, to the 31st day of December 1867 (in continuation of Parliamentary Paper, No. 311, of Session 1867)."

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed*,
15 *May* 1868.

COPPER.

COPPER Imported into the United Kingdom in the Year ended 31 December 1867.

PORTS INTO WHICH IMPORTED.	Ore.	Regulus.	Unwrought, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture (including all Yellow Metal Sheathing).	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Sheets.	Plates for Coin and Copper Coin.	Copper Manufactures and Copper Plates Engraved.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Value.* £.
London	11,563	–	5,246	146	136	10	–	5,582
Liverpool	21,075	12,701	444	73	17,421	11	2	665
Bristol	35	100	–	5	93	–	–	–
Cardiff	70	–	–	–	–	–	–	–
Dover	–	–	–	1	–	–	–	198
Grimsby	62	–	3	4	–	–	–	175
Goole	2,411	–	–	5	–	–	–	6
Harwich	–	–	–	21	–	–	–	148
Hull	2,177	–	–	18	5	–	–	1,441
Llanelly	–	15	–	–	–	–	–	–
Newcastle	2,973	–	345	–	366	–	–	–
Newhaven	–	–	5	–	–	–	–	86
Portsmouth	200	–	–	–	–	–	–	–
Runcorn	–	13	–	–	–	–	–	–
Shields, South	13	1	568	–	25	–	–	–
Southampton	1,102	55	–	8	–	–	–	130
Sunderland	–	–	–	12	–	–	–	–
Swansea	31,159	15,940	3,010	8	1,996	–	–	–
Other Ports of England	5	–	–	–	–	–	–	14
Leith	–	–	–	41	–	1	–	453
Glasgow	54	–	–	2	–	–	–	–
Grangemouth	1,058	–	–	–	–	–	–	–
Greenock	–	–	–	6	–	–	–	4
TOTAL IMPORT	73,957	28,825	9,621	350	20,042	22	2	8,902
COUNTRIES FROM WHICH IMPORTED.								
Sweden—Ports within the Baltic	1,101	–	3	–	–	–	–	–
„ Ports without the Baltic	–	1	–	2	–	–	–	15
Norway	6,007	–	–	16	117	–	–	–
Prussia	17	–	–	–	–	2	–	–
Mecklenburg	–	–	–	40	–	–	–	–
Hamburg	261	175	14	14	–	–	–	117
Bremen	–	–	–	21	–	–	–	1,835
Holland	142	–	–	33	–	–	–	1,005
Belgium	956	1	–	17	91	1	–	1,378
Channel Islands	–	–	–	–	–	–	–	74
France—Ports without the Mediterranean	364	28	28	39	8	–	–	1,643
„ Ports within the Mediterranean	1,717	–	–	–	–	–	–	–
Portugal and Azores	1,678	–	–	9	–	–	–	3
Spain—Ports without the Mediterranean	1,952	–	1,499	–	370	–	–	–
„ Ports within the Mediterranean	933	–	–	6	14	–	–	–
Italy—Genoa	2,692	–	–	4	–	–	–	–
„ Tuscany	1,754	–	7	1	–	–	–	–
„ Naples	–	–	–	4	–	–	–	–
„ Sicily	73	–	–	–	–	–	–	–
Turkey, European	96	–	12	–	54	–	–	–
Egypt—Ports on the Mediterranean	125	1	–	1	–	–	–	120
Morocco	5	–	–	–	–	–	–	–
West Coast of Africa	46	–	–	2	–	–	–	60
British Possessions in South Africa	5,666	273	39	7	–	–	–	–
British India	–	–	–	–	–	–	–	84
Philippine Islands	–	–	44	–	–	–	–	–
China	–	–	–	–	–	–	–	930
Japan	–	–	134	–	–	–	–	10
West Australia	336	–	–	–	–	–	–	–
South Australia	4,063	–	2,911	4	7	–	–	–
Victoria	5,477	–	760	3	–	–	–	400
New South Wales	2,870	–	980	1	57	–	–	94
Queensland	–	–	16	–	–	–	–	–
New Zealand	93	–	–	1	–	–	–	20
British North America	5,182	–	–	6	–	–	–	4
British West Indies	899	43	–	59	–	7	–	43
Cuba	7,005	252	–	–	–	–	–	–
St. Thomas	–	–	–	17	–	–	–	–
United States—Northern Atlantic Ports	2,258	–	–	–	95	11	2	987
„ Southern Atlantic Ports	1	–	–	7	36	–	–	–
„ Ports on the Pacific	4,495	70	21	–	–	–	–	–
New Granada	80	138	–	–	19	–	–	–
Venezuela	5	–	–	–	–	–	–	–
Peru	1,761	241	–	3	1,449	–	–	–
Bolivia	1,924	1,686	–	–	–	–	–	–
Chili	11,979	25,912	3,135	14	17,367	–	–	–
Brazil	–	–	–	4	–	–	–	–
Uruguay	15	–	–	–	45	–	–	–
States of the Argentine Confederation	17	4	18	–	313	–		–
Other Countries	2	–	–	15	–	1	–	80
TOTAL IMPORT	73,957	28,825	9,621	350	20,042	22	2	8,902

COPPER EXPORTED from the UNITED KINGDOM in the Year ended 31 December 1867.

PORTS FROM WHICH EXPORTED.	Ore.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	–	5,198	6	18,051	18	97	23,370
Liverpool	–	1,454	–	5,623	9	111	7,197
Cardiff	–	–	–	21	–	–	21
Folkestone	–	–	–	–	–	5	5
Goole	–	45	–	11	–	–	56
Grimsby	–	–	–	1	–	8	9
Hartlepool	–	–	–	11	–	–	11
Harwich	1	909	–	299	–	3	1,211
Hull	–	387	–	1,024	9	45	1,465
Llanelly	–	30	–	–	–	–	30
Newcastle	–	608	–	130	–	–	738
Newhaven	3	6	–	10	–	78	94
Shields, North	–	–	–	6	–	–	6
„ South	–	5	–	1	–	–	6
Southampton	–	73	2	58	–	–	133
Swansea	642	822	–	1,718	–	129	2,669
Weymouth	–	–	–	10	–	–	10
Other Ports of England	–	–	–	4	1	–	5
Leith	–	14	–	5	–	–	19
Dundee	–	–	–	3	–	1	4
Grangemouth	–	30	–	–	–	–	30
Glasgow	–	39	–	549	–	2	590
Greenock	–	10	–	7	–	–	17
TOTAL Export of British Copper	646	9,630	8	27,542	37	479	37,696
COUNTRIES TO WHICH EXPORTED.							
Russia: Northern Ports	–	431	–	890	1	4	1,326
„ Southern Ports	–	–	1	192	2	–	195
Sweden	–	–	–	181	–	–	181
Norway	–	5	–	409	–	13	427
Denmark	–	66	–	101	2	6	175
Prussia	–	157	–	158	3	9	327
Hamburg	–	538	–	545	1	11	1,095
Bremen	–	–	–	506	1	2	509
Holland	–	1,470	–	794	2	17	2,283
Belgium	1	528	–	366	3	13	910
Channel Islands	–	–	–	144	–	–	144
France	3	2,095	–	1,672	1	214	3,982
Portugal, Azores, and Madeira	–	13	–	231	–	3	247
Spain and the Canaries	–	1	–	90	2	12	105
Gibraltar	–	–	–	44	–	4	48
Italy: Genoa	–	74	–	789	2	10	875
„ Tuscany	–	4	–	23	1	3	31
„ Naples and Sicily	–	8	–	200	1	8	217
„ Ancona and the Romagna	–	–	–	6	–	5	11
„ Venetia	–	–	–	45	–	–	45
Illyria, Croatia, and Dalmatia	–	–	–	166	–	2	168
Malta	–	3	1	91	–	4	99
Greece	–	–	–	71	–	–	71
„ Ionian Islands	–	–	–	11	–	–	11
Turkey	–	7	–	571	–	22	600
Wallachia and Moldavia	–	–	–	9	–	–	9
Syria and Palestine	–	–	–	190	–	8	198
Egypt	–	10	–	369	–	7	386
West Coast of Africa	–	–	–	29	–	1	30
British Possessions in South Africa	–	–	–	47	–	–	47
Mauritius	–	2	–	115	–	–	117
Aden	–	–	–	6	–	–	6
British India: Continental Territories	–	4,184	–	14,102	9	26	18,321
Straits Settlements (Singapore, &c.)	–	–	–	557	–	1	558
Ceylon	–	2	–	35	–	2	39
Java	–	–	–	251	–	–	251
Philippine Islands	–	–	–	114	2	–	116
China and Hong Kong	–	2	–	1,027	–	4	1,033
Australia	–	–	4	467	2	12	485
British North America	–	22	–	328	1	7	358
British West India Islands, and British Guiana	–	–	2	137	–	25	164
„ Honduras	–	–	–	10	–	1	11
Foreign West Indies	1	–	–	253	–	6	259
United States, on the Atlantic, Northern Ports	–	8	–	87	–	3	98
„ „ „ „ Southern Ports	641	—	–	—	–	—	—
„ „ on the Pacific	–	–	–	95	–	–	95
Mexico	–	–	–	13	–	–	13
New Granada	–	–	–	20	–	–	20
Peru	–	–	–	132	–	6	138
Chili	–	–	–	173	–	2	175
Brazil	–	–	–	624	1	2	627
Uruguay	–	–	–	30	–	1	31
States of the Argentine Confederation	–	–	–	9	–	–	9
Other Parts	–	–	–	17	–	3	20
TOTAL Export of British Copper	646	9,630	8	27,542	37	479	37,696

COPPER Exported from the United Kingdom in the Year ended 31 December 1867—*continued*.

PORTS from which EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
London	10	-	2,025	-	578	5	60
Liverpool	696	396	885	-	9,765	—	—
Hull	9	72	-	-	57	-	497
Southampton	-	-	293	-	10	—	—
Grimsby	-	-	47	—	—	—	—
Swansea	1	-	60	-	440	—	—
Goole	53	—	—	—	—	—	—
Total Export of Foreign Copper	769	468	3,310	-	10,850	5	557
COUNTRIES TO WHICH EXPORTED.							
Russia	10	-	290	-	13	—	—
Denmark	-	-	-	-	7	—	—
Prussia	-	-	558	-	281	—	—
Hamburg	-	6	346	-	348	—	—
Bremen	-	-	10	-	42	—	—
Holland	-	-	188	-	988	—	—
Belgium	483	14	293	-	2,273	—	—
France	272	448	1,149	-	6,639	-	497
Spain	4	—	—	—	—	—	—
Italy: Genoa	-	-	8	-	4	5	—
,, Naples	-	-	20	—	—	—	—
Illyria, Croatia, and Dalmatia	-	-	20	-	55	—	—
British India: Continental Territories	-	-	420	-	192	-	15
Other Parts	-	-	8	-	8	-	45
Total Export of Foreign Copper	769	468	3,310	-	10,850	5	557

COPPER Exported from the Port of London in the Year ended 31 December 1867.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia: Northern Ports	416	-	861	1	1	1,279
„ Southern Ports	-	1	192	2	-	195
Sweden	-	-	146	-	-	146
Norway	1	-	64	-	-	65
Denmark	2	-	15	-	-	17
Prussia	35	-	133	1	-	169
Hamburg	111	-	382	1	1	495
Bremen	-	-	285	-	-	285
Holland	402	-	457	-	5	864
Belgium	122	-	190	-	9	321
France	68	-	199	1	-	268
Portugal, Azores, and Madeira	13	-	106	-	1	120
Spain and the Canaries	-	-	47	-	8	55
Gibraltar	-	-	38	-	4	42
Italy: Genoa	3	-	146	-	1	150
„ Tuscany	-	-	10	-	-	10
„ Naples and Sicily	4	-	31	1	-	36
Illyria, Croatia, and Dalmatia	-	-	36	-	-	36
Malta	3	-	56	-	-	59
Greece	-	-	26	-	-	26
Turkey	7	-	214	-	17	238
Wallachia and Moldavia	-	-	6	-	-	6
West Coast of Africa	-	-	17	-	-	17
British Possessions in South Africa	-	-	45	-	-	45
Mauritius	-	-	108	-	-	108
British India: Continental Territories	4,002	-	12,140	9	9	16,160
Straits Settlements (Singapore, &c.)	-	-	251	-	1	252
Ceylon	2	-	36	-	2	40
Java	-	-	98	-	-	98
Philippine Islands	-	-	58	-	-	58
China and Hong Kong	2	-	989	-	4	995
Australia	-	4	419	2	10	435
British North America	2	-	45	-	4	51
British West India Islands and British Guiana	-	1	113	-	16	130
British Honduras	-	-	5	-	1	6
Foreign West Indies	-	-	5	-	-	5
Mexico	-	-	5	-	-	5
Brazil	-	-	54	-	-	54
States of the Argentine Confederation	-	-	5	-	-	5
Other Parts	3	-	18	-	3	24
Total Export of British Copper from London	5,198	6	18,051	18	97	23,370

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Russia	10	–	290	-	13	–	—
Prussia	–	–	557	-	66	–	—
Hamburg	–	–	340	-	108	–	—
Bremen	–	–	10	-	42	–	—
Holland	–	–	174	-	143	–	—
Belgium	–	–	77	-	5	–	—
France	–	–	105	—	—	–	—
Italy: Genoa	–	–	8	-	4	5	—
„ Naples	–	–	20	—	—	–	—
Illyria, Croatia, and Dalmatia	–	–	20	-	55	–	—
British India: Continental Territories	–	–	420	-	137	–	15
China	–	–	-	-	-	–	35
Other Parts	–	–	4	-	5	–	10
Total Export of Foreign Copper from London	10	–	2,025	-	578	5	60

COPPER Exported from the Port of Liverpool in the Year ended 31 December 1867.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Prussia	25	-	-	-	-	25
Hamburg	130	-	-	-	-	130
Holland	130	-	-	-	-	130
Belgium	94	-	20	-	-	114
France	874	-	321	-	3	1,198
Portugal, Azores, and Madeira	-	-	108	-	2	110
Spain and the Canaries	-	-	43	1	4	48
Gibraltar	-	-	5	-	-	5
Italy:						
Genoa	10	-	132	2	10	154
Tuscany	4	-	13	1	3	21
Naples and Sicily	4	-	150	-	8	162
Ancona and the Romagna	-	-	6	-	5	11
Venetia	-	-	37	-	-	37
Illyria, Croatia, and Dalmatia	-	-	126	-	2	128
Malta	-	-	36	-	4	40
Greece	-	-	45	-	-	45
„ Ionian Islands	-	-	11	-	-	11
Turkey	-	-	362	-	5	367
Syria and Palestine	-	-	190	-	8	198
Egypt	10	-	368	-	7	385
West Coast of Africa	-	-	8	-	1	9
British India:						
Continental Territories	161	-	1,796	-	17	1,974
Straits Settlements (Singapore, &c.)	-	-	92	-	-	92
Java	-	-	30	-	-	30
Philippine Islands	-	-	51	2	-	53
China and Hong Kong	-	-	19	-	-	19
Australia	-	-	45	-	1	46
British North America	6	-	260	1	3	270
British West India Islands and British Guiana	-	-	22	-	8	30
British Honduras	-	-	6	-	-	6
Foreign West Indies	-	-	240	-	4	244
United States on the Atlantic, Northern Ports	6	-	85	-	3	94
„ „ on the Pacific	-	-	95	-	-	95
Mexico	-	-	7	-	-	7
New Granada	-	-	14	-	-	14
Peru	-	-	132	-	6	138
Chili	-	-	145	-	2	147
Brazil	-	-	563	1	1	565
Uruguay	-	-	27	-	1	28
Other Parts	-	-	13	1	3	17
Total Export of British Copper from Liverpool	1,454	-	5,623	9	111	7,197

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Prussia	-	-	-	-	215	—	—
Hamburg	-	6	6	-	240	—	—
Holland	-	-	15	-	846	—	—
Belgium	484	14	168	-	2,217	—	—
France	209	376	691	-	6,189	—	—
British India:							
Continental Territories	-	-	1	-	55	—	—
Other Parts	3	-	4	-	3	—	—
Total Export of Foreign Copper from Liverpool	696	396	885	-	9,765	—	—

T I N.

TIN Imported into the United Kingdom in the Year ended 31 December 1867.

COUNTRIES FROM WHICH IMPORTED.	Tin.	Tin Ore, and Regulus.
	Tons.	*Tons.*
Hamburg	18	—
Holland	340	1
France: Ports without the Mediterranean	1	—
Spain: Ports without the Mediterranean	—	10
St. Helena	301	—
British Possessions in South Africa	26	—
British India: Bengal and Pegu	80	—
Straits Settlements (Singapore, &c.)	4,263	12
China	106	10
Victoria	—	130
United States—Northern Atlantic Ports	179	—
Peru	74	146
Bolivia	18	—
Chili	24	—
TOTAL IMPORT	5,430	309

TIN Exported from the United Kingdom in the Year ended 31 December 1867.

COUNTRIES TO WHICH EXPORTED.	TIN.		Tin Ore, and Regulus of Tin.
	British.	Foreign.	
	Tons.	*Tons.*	*Tons.*
Russia: Northern Ports	360	30	—
" " Southern Ports	43	3	—
Sweden	16	3	—
Norway	10	—	—
Denmark	6	—	—
Prussia	214	7	—
Hanover	4	—	—
Hamburg	102	17	—
Bremen	80	—	—
Holland	275	1	—
Belgium	30	16	—
France	1,386	823	—
Portugal, Azores, and Madeira	51	—	—
Spain and the Canaries	97	32	—
Italy: Genoa	47	93	—
" Tuscany	6	22	—
" Naples and Sicily	43	1	—
" Ancona and the Romagna	2	5	—
" Venetia	11	—	—
Illyria, Croatia, and Dalmatia	5	24	—
Greece	9	—	—
" Ionian Islands	12	—	—
Turkey	206	—	—
Wallachia and Moldavia	21	—	—
Syria and Palestine	9	—	—
Egypt	4	—	—
British India: Continental Territories	15	—	—
Australia	50	—	—
British North America	43	—	—
British West India Islands and British Guiana	4	—	—
Foreign West Indies	15	—	—
United States on the Atlantic, Northern Ports	931	230	—
" " Southern Ports	9	4	—
" on the Pacific	7	18	—
Peru	3	—	—
Brazil	67	—	—
Uruguay	9	—	—
States of the Argentine Confederation	10	—	—
Other Parts	14	—	—
TOTAL EXPORT	4,226	1,329	—

ZINC.

ZINC and ZINC ORE Imported into the UNITED KINGDOM in the Year ended 31 December 1867.

COUNTRIES FROM WHICH IMPORTED.	Zinc or Spelter.	Ore of Zinc.	Oxide of Zinc.
	Tons.	*Tons.*	*Tons.*
Sweden—Ports without the Baltic	—	9	—
Norway	20	159	—
Prussia	5,640	—	67
Hamburg	11,879	2	180
Bremen	13	—	—
Holland	5,297	19	255
Belgium	9,457	17	849
France—Ports without the Mediterranean	1,259	2,784	356
Portugal	—	10	—
Spain—Ports without the Mediterranean	—	1,428	—
„ Ports within the Mediterranean	—	2,334	—
Italy; Sardinia, Island of	—	5,432	—
Illyria, Croatia, and Dalmatia	10	—	—
Victoria	152	—	—
New South Wales	—	—	6
New Zealand	7	—	—
United States—Northern Atlantic Ports	73	—	335
„ Ports on the Pacific	2	—	—
Other Parts	9	—	—
TOTAL IMPORT	33,818	12,194	2,048

ZINC and ZINC ORE Exported from the UNITED KINGDOM in the Year ended 31 December 1867.

COUNTRIES TO WHICH EXPORTED.	ZINC or SPELTER.		ZINC ORE.		Oxide of Zinc, Foreign.
	British.	Foreign.	British.	Foreign.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia, Northern Ports	6	—	—	—	—
„ Southern Ports	104	15	—	—	—
Sweden	15	—	—	—	—
Norway	42	33	—	—	—
Denmark	4	—	—	—	—
Hamburg	3	—	—	—	—
Bremen	4	1	—	—	—
Holland	9	25	—	—	2
Belgium	18	6	11	45	—
Channel Islands	4	—	—	—	—
France	390	517	—	—	—
Portugal, Azores, and Madeira	24	—	—	—	—
Spain and the Canaries	10	—	—	—	—
Gibraltar	9	6	—	—	—
Italy: Genoa	36	22	—	—	—
Naples and Sicily	66	1	—	—	—
Ancona and the Romagna	7	—	—	—	—
Venetia	—	—	12	—	—
Malta	7	25	—	—	—
Greece	12	—	—	—	—
Turkey	104	108	—	—	—
Egypt	41	2	—	—	—
Morocco	9	—	—	—	—
West Coast of Africa	15	9	—	—	—
British Possessions in South Africa	37	5	—	—	—
Mauritius	16	—	—	—	—
British India: Continental Territories	5,478	5,361	—	—	—
Straits Settlements (Singapore, &c.)	6	40	—	—	—
Ceylon	5	27	—	—	—
Java	9	49	—	—	—
China and Hong Kong	13	33	—	—	—
Australia	307	40	—	—	—
British North America	72	105	—	—	10
British West India Islands and British Guiana	27	1	—	—	—
Foreign West Indies	14	—	—	—	—
United States—On the Atlantic, Northern Ports	66	343	—	—	—
„ „ Southern Ports	10	—	—	—	—
„ On the Pacific	58	1	—	—	25
Central America	29	—	—	—	—
New Granada	19	3	30	—	—
Peru	5	2	—	—	—
Chili	35	—	—	—	—
Brazil	128	1	—	—	—
Uruguay	13	—	—	—	—
States of the Argentine Confederation	41	—	—	—	—
Falkland Islands	2	—	—	—	—
Other Parts	8	1	—	—	—
TOTAL EXPORT	7,337	6,782	53	45	37

LEAD AND LEAD ORE.

LEAD and LEAD ORE Imported into the United Kingdom in the Year ended 31 December 1867.

PORTS INTO WHICH IMPORTED.	Lead, Pig and Sheet.	Lead Ore.	Lead, Red.	Lead, White.
	Tons.	*Tons.*	*Tons.*	*Tons.*
London	12,386	1,753	76	739
Liverpool	3,018	199	-	23
Bristol	8	246	-	67
Cardiff	251	72	—	—
Goole	-	-	-	7
Hartlepool	218	—	—	—
Harwich	106	-	-	7
Hull	162	-	-	116
Llanelly	-	4,890	—	—
Newcastle	19,958	828	-	2
Newhaven	2	-	-	9
Rochester	102	—	—	—
Shields, North	187	—	—	—
„ South	6,884	247	—	—
Swansea	-	910	—	—
Other Ports of England	3	-	-	3
Leith	152	1	7	69
Aberdeen	1,130	—	—	—
Dundee	142	—	—	—
Glasgow	284	-	-	6
Grangemouth	-	-	2	89
Inverness	15	—	—	—
Montrose	150	—	—	—
TOTAL IMPORT	45,158	9,146	85	1,137
COUNTRIES FROM WHICH IMPORTED:				
Sweden:—Ports within the Baltic	52	—	—	—
Ports without the Baltic	71	—	—	—
Denmark	21	—	—	—
Prussia	-	-	-	18
Hanover	-	-	-	63
Hamburg	94	8	-	11
Bremen	5	-	1	251
Holland	712	-	69	454
Belgium	618	1	-	135
Channel Islands	11	—	—	—
France:—Ports without the Mediterranean	6	544	15	198
Ports within the Mediterranean	29	105	—	—
Portugal	25	304	—	—
Spain:—Ports without the Mediterranean	9,883	125	—	—
Ports within the Mediterranean	25,768	325	—	—
Gibraltar	1,046	—	—	—
Italy:—Genoa	-	196	—	—
Sardinia, Island of	-	5,883	—	—
Sicily	-	40	—	—
Greece	6,545	—	—	—
Morocco	-	22	—	—
West Australia	1	890	—	—
South Australia	52	346	—	—
Victoria	-	72	—	—
New South Wales	4	110	-	1
British West Indies	1	120	—	—
United States:—Northern Atlantic Ports	5	—	—	—
Chili	190	50	—	—
Other Parts	19	5	-	6
TOTAL IMPORT	45,158	9,146	85	1,137

LEAD and LEAD ORE EXPORTED from the UNITED KINGDOM in the Year ended 31 December 1867.

PORTS FROM WHICH EXPORTED.	Lead Ore.	Pig.	Rolled and Sheet.	Piping.	Shot.	Litharge.	Red Lead.	White Lead.
BRITISH LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	2	12,845	2,693	760	1,153	145	2,906	2,827
Liverpool	172	2,578	1,082	850	1,067	69	455	1,061
Bristol	–	10	2	3	3	–	–	4
Cardiff	–	45	—	—	—	—	—	—
Grimsby	–	–	1	–	7	–	–	1
Hartlepool	–	1	–	–	–	–	1	5
Harwich	–	–	6	–	1	—	—	—
Hull	–	857	676	52	10	38	139	48
Llanelly	–	1,736	—	—	—	—	—	—
Newcastle	–	994	325	344	111	230	1,260	409
Newhaven	–	–	–	10	–	1	—	—
Poole	–	–	–	–	6	–	–	1
Shields, South	–	407	67	–	–	–	2	—
Southampton	–	68	–	–	1	–	8	558
Swansea	–	5	—	—	—	—	—	—
Weymouth	–	1	–	10	10	—	—	—
Other Ports of England	–	5	3	–	2	—	—	—
Leith	–	6	37	2	1	12	30	50
Glasgow	–	115	45	16	12	–	61	59
Granton	–	–	21	–	–	–	1	2
Greenock	–	53	–	–	4	–	–	1
TOTAL Export of British Lead	174	19,726	4,958	2,047	2,388	495	3,963	5,026
COUNTRIES TO WHICH EXPORTED.								
Russia:—Northern Ports	–	2,405	1,353	47	4	57	100	109
„ Southern Ports	–	–	56	–	2	5	123	71
Sweden	–	55	16	6	–	3	54	26
Norway	–	79	36	10	48	12	56	20
Denmark	–	79	112	9	26	43	95	125
Prussia	–	61	6	–	–	5	7	1
Schleswig and Holstein	–	–	–	–	–	2	9	2
Mecklenburg	–	7	5	2	–	12	3	1
Oldenburg	–	–	–	–	–	–	11	—
Hamburg	–	207	165	313	32	57	176	14
Bremen	–	100	–	–	1	–	–	2
Holland	–	10	–	16	–	8	77	—
Belgium	–	30	6	–	1	18	173	1
Channel Islands	–	1	22	34	11	–	–	4
France	–	2,224	25	10	19	48	111	—
Portugal, Azores, and Madeira	–	–	151	33	–	11	79	182
Spain and the Canaries	–	–	1	4	–	10	161	25
Gibraltar	–	7	15	8	1	–	3	28
Italy:—Genoa	–	4	–	–	–	41	129	2
Tuscany	–	10	–	–	–	4	64	—
„ Naples and Sicily	–	8	–	9	–	3	78	1
„ Ancona and the Romagna	–	–	2	–	–	7	—	—
„ Venetia	–	–	8	1	–	1	69	—
Illyria, Croatia, and Dalmatia	–	–	1	–	–	24	106	—
Malta	–	–	8	32	–	–	8	8
Greece	–	–	4	–	3	–	–	4
„ Ionian Islands	–	1	1	5	3	–	–	4
Turkey	–	1	6	1	7	10	60	6
Wallachia and Moldavia	–	–	3	–	5	1	3	2
Syria and Palestine	6	–	–	–	1	—	—	—
Egypt	39	–	27	14	11	5	27	5
West Coast of Africa	–	41	13	–	57	–	7	8
British Possessions in South Africa	–	52	52	39	75	–	19	29
Mauritius	–	–	93	17	9	–	–	7
British India:—Continental Territories	127	560	682	221	422	1	1,504	296
Straits Settlements (Singapore, &c.)	–	315	21	3	10	–	8	3
Ceylon	–	11	11	11	26	–	–	5
Java	–	–	11	–	3	–	8	1
Philippine Islands	–	–	5	–	6	–	3	10
China and Hong Kong	–	4,419	145	21	29	–	16	13
Japan	–	–	213	–	18	—	—	—
Australia	–	964	686	88	198	1	71	597
British North America	1	232	273	79	418	30	102	546
British West India Islands, and British Guiana	–	22	109	44	52	–	14	39
British Honduras	–	–	3	–	36	–	–	2
Foreign West Indies	–	1	23	28	33	–	21	16
United States on the Atlantic, Northern Ports	–	6,728	216	–	11	30	206	2,326
„ „ „ Southern Ports	–	3	–	4	–	–	–	22
„ „ on the Pacific	–	–	2	116	1	9	37	84
Mexico	1	3	3	24	9	–	–	2
Central America	–	15	15	–	14	1	1	11
New Granada	–	47	3	5	38	–	1	4
Venezuela	–	3	–	29	1	—	—	—
Ecuador	–	1	–	–	29	—	—	—
Peru	–	8	20	121	30	–	11	1
Chili	–	78	2	19	80	1	17	—
Brazil	–	869	261	515	370	32	82	335
Uruguay	–	4	11	69	141	1	14	13
States of the Argentine Confederation	–	30	55	39	94	1	37	7
Other Parts	–	1	1	1	3	1	2	6
TOTAL Export of British Lead	174	19,726	4,958	2,047	2,388	495	3,963	5,026

LEAD and LEAD ORE Exported from the United Kingdom, &c.—*continued.*

PORTS FROM WHICH EXPORTED.	Lead, Pig or Sheet.	Shot.	Lead Ore.	Lead, Red.	Lead, White.	Litharge.
FOREIGN LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	374	9	–	176	10	11
Liverpool	35	2	135	—	—	—
Southampton	–	–	–	–	42	—
Newcastle	–	–	2	—	—	—
Littlehampton	31	—	—	—	—	—
TOTAL Export of Foreign Lead	440	11	137	176	52	11
COUNTRIES TO WHICH EXPORTED.						
Russia	30	–	–	2	–	1
France	90	–	1	—	—	—
Spain	–	–	–	110	–	1
Italy: Genoa	–	–		–	–	5
Egypt	–	–	60	—	—	—
British India:						
Continental Territories	23	5	67	62	10	—
China	83	4	—	—	—	—
Japan	10	—	—	—	—	—
United States:						
On the Atlantic:—Northern Ports	145	–	–	–	42	—
On the Pacific	57	—	—	—	—	—
Other Parts	2	2	9	2	–	4
TOTAL Export of Foreign Lead	440	11	137	176	52	11

Office of the Inspector General of Imports and Exports, Custom House, London, 13 May 1868.

Edw. Bernard,
Inspector General.

COPPER, &c.

RETURN of all Exports and Imports of Copper and Copper Ore and Regulus, Tin and Tin Ore, Lead and Lead Ore, Spelter and Zinc, for Twelve Months, ending the 31st day of December 1867 (in continuation of Parliamentary Paper, No. 311, of Session 1867).

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed,*
15 *May* 1868.

Under 2 *oz.*

DISTILLERS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 15 June 1868;—*for*,

A RETURN "showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland* respectively, at the 31st day of December 1867, distinguishing as far as possible the Number Distilling from Malt only from those Distilling from Grain; showing also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Year ending the 31st day of December of said Year; the Rate of DUTY charged thereon per Proof Gallon; and the amount of REVENUE derived therefrom in said Year (in continuation of Parliamentary Paper, No. 475, of Session 1867)."

YEAR ended 31st day of December.	Number of Distillers on 31st December, Distilling in						Number of Proof Gallons of Spirits on which Duty was Paid for Home Consumption in			Rate of Duty, per Proof Gallon.			Amount of Duty Paid in		
	England		Scotland		Ireland		England	Scotland	Ireland.						
	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt and Grain.	From Malt and Grain.	From Malt and Grain.	England.	Scotland.	Ireland.	England.	Scotland.	Ireland.
										s. d.	*s. d.*	*s. d.*	£.	£.	£.
1867	- -	8	103	8	2	19	9,031,504	7,329,319	6,404,354	10 –	10 –	10 –	4,515,755	3,664,660	3,202,179

Inland Revenue Office,
20 July 1868.

Fred. Gripper,
Accountant and Comptroller General.

DISTILLERS, &c.

RETURN showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland* respectively, at 31st December 1867, distinguishing, as far as possible, the Number Distilling from Malt only from those Distilling from Grain; showing also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Year ending 31st December of said Year; &c.

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
24 *July* 1868.

EXCISE AND CUSTOMS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 15 June 1868;—*for*,

STATEMENTS "showing the Quantities of the following ARTICLES retained for Home Consumption in *Ireland*, in the Year ended the 31st day of December 1867, viz.:—Wine, Spirits (Foreign and Home-made), Tobacco, Tea, Coffee, Sugar, Flax Seed, Cotton Yarn, Cotton Wool, Woollen and Worsted Yarn, Silk (Raw and Thrown), Iron Unwrought, Timber, and Deals:"

"Showing the Quantities of the following ARTICLES Exported from *Ireland*, in the Year ended the 31st day of December 1867, distinguishing the Exports to *Great Britain* from those to Foreign Countries, viz.:—Oxen, Sheep, Swine, Horses, Bacon and Hams, Beef and Pork, Butter, Wheat and Wheat Flour, Oats and Oatmeal, Irish Spirits; Linen Manufactures, Linen Yarn, and Cotton Manufactures:"

"RETURN of all ARTICLES Imported into *Ireland* from Foreign Countries and the British Possessions Abroad, during the Year ended the 31st day of December 1867, showing the Computed Value of each, and their Total Amount:"

"Similar RETURN of all ARTICLES Exported from *Ireland* to Foreign Countries and the British Possessions Abroad, with the Declared or Computed Value of each, and their Total Amount:"

"RETURN of the Quantities of CORN and MEAL, whether of Native or of Foreign Growth, distinguishing the several Sorts Imported into *Ireland* from *Great Britain*, in the Year ended the 31st day of December 1867, with the Computed Value thereof:"

"And, similar RETURN of CORN and MEAL Exported from *Ireland* to *Great Britain* (in continuation of Parliamentary Paper, No. 373, of Session 1867)."

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
1 *July* 1868.

STATEMENT showing the Quantities of the following ARTICLES retained for Home Consumption in *Ireland*, in the Year ended the 31st day of December 1867; viz. Wine, Spirits, (Foreign and Home-made), Tobacco, Tea, Coffee, Sugar, Flax Seed, Cotton Yarn, Cotton Wool, Woollen and Worsted Yarn, Silk (Raw and Thrown), Iron Unwrought, Timber, and Deals.

	QUANTITIES RETAINED FOR HOME CONSUMPTION IN IRELAND.																	
	Wine of all Sorts.	SPIRITS.			Tobacco.	Tea.	Coffee.	SUGAR.			Flax Seed and Linseed.	Cotton Yarn.	Cotton Wool.	Woollen and Worsted Yarn.	Silk, Raw and Thrown.	Iron Unwrought (Foreign).	Timber not Sawn or Split.	Timber, Sawn or Split (Deals, Battens, &c.)
		Foreign.	Home-made.	TOTAL.				Raw.	Foreign Refined.	TOTAL.								
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Lbs.*	*Lbs.*	*Lbs.*	*Cwt.*	*Cwt.*	*Cwt.*	*Bushels.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Tons.*	*Loads.*	*Loads.*
Year ended 31 December 1867 -	1,281,561	355,394	4,892,654	5,248,048	7,609,861	14,316,093	614,916	136,034	64,870	200,904	401,792	-	18,816	-	-	71	67,222	158,617

Note.—The view which this Statement affords of the consumption of imported commodities in Ireland is of necessity defective, inasmuch as the coasting regulations, by which the cross Channel trade has been governed since the year 1825, prevent the keeping of any record of goods imported duty-free from Great Britain, either in the case of British productions or of foreign merchandise.

STATEMENT showing the Quantities of the following ARTICLES Exported from *Ireland* in the Year ended the 31st day of December 1867, distinguishing the Exports to *Great Britain* from those to Foreign Countries; viz., Oxen, Sheep, Swine, Horses, Bacon and Hams, Beef and Pork, Butter, Wheat and Wheat Flour, Oats and Oatmeal, Irish Spirits, Linen Manufactures, Linen Yarn, and Cotton Manufactures.

	QUANTITIES EXPORTED FROM IRELAND TO FOREIGN PARTS.														
	Oxen, Bulls, and Cows.	Sheep.	Swine.	Horses.	Bacon and Hams.	Beef and Pork.	Butter.	Wheat and Wheat Flour.	Oats and Oatmeal.	Irish Spirits.	Linen Manufactures.		Linen Yarn.	Cotton Manufactures.	
											Entered by the Yard.	Entered otherwise than by the Yard.		Entered by the Yard.	Entered otherwise than by the Yard.
	No.	*No.*	*No.*	*No.*	*Cwt.*	*Cwt.*	*Cwt.*	*Qrs.*	*Qrs.*	*Gallons.*	*Yards.*	*Value.* £.	*Lbs.*	*Yards.*	*Value.* £.
Year ended 31 December 1867 -	-	-	-	-	106	675	15,538	1,050	112,565	17,049	4,650	-	-	22,111	—

	QUANTITIES EXPORTED FROM IRELAND TO GREAT BRITAIN.							
	NEAT CATTLE.			Sheep.	Swine.	Wheat and Wheat Flour (of Irish Growth).	Oats and Oatmeal (of Irish Growth).	Home-made Spirits (as Registered by the Inland Revenue Department).
	Oxen and Bulls.	Cows.	Calves.					
	No.	*No.*	*No.*	*No.*	*No.*	*Qrs.*	*Qrs.*	*Gallons.*
Year ended 31 December 1867 -	159,119	238,535	76,217	588,906	348,319	51,721	1,039,702	934,758

Note.—The latter section of the foregoing Return, exhibiting the exports from Ireland to Great Britain, is of necessity defective. It shows the exportations of wheat and oats (both grain and meal), and of Irish spirits, on the authority of official records; while the exportations of live stock are stated on the credit of non-official documents collected by the officers of Customs at the respective ports of shipment. The documents in question do not comprehend the other articles specified in the Order of the Honourable House.

Office of the Inspector General of Imports and Exports,
Custom House, London, 29 June 1868.

Edw. Bernard,
Inspector General.

RETURN of all Articles Imported into *Ireland* from Foreign Countries and the British Possessions Abroad, during the Year ended 31st December 1867, showing the Computed Value of each, and their Total Amount.

Imports into *Ireland* from Foreign Countries and the British Possessions Abroad.

Articles.		Year 1867.	
		Quantities Imported.	Computed Real Value.
Alkali:			£.
Barilla	*Cwt.*	15,780	6,514
Ashes, Pearl and Pot	„	140	243
Almonds, Sweet	„	267	1,625
Animals, Living, Oxen and Bulls	*Number*	2,305	45,005
Apples, Raw	*Bushels*	30,638	7,736
Bark: for Tanners' or Dyers' use	*Cwt.*	29,910	12,158
Basket Rods	*Tons*	91	539
Bones of Animals and Fish	„	1,908	10,293
Bran and Pollard	*Cwt.*	12,804	3,308
Brimstone	„	9,230	3,019
China ware	„	53	302
Clocks	*Number*	4,589	1,444
Cocoa Husks and Shells	*Cwt.*	7,109	3,555
Cork	*Tons*	123	3,998
Corks, ready-made	*Lbs.*	17,924	971
Corn:			
Wheat	*Qrs.*	1,529,449	4,576,052
Barley	„	76,406	133,983
Oats	„	14,949	18,481
Rye	„	3,539	6,292
Peas	„	93	178
Indian Corn	„	622,654	1,193,756
Wheat Meal or Flour	*Cwt.*	182,114	177,164
Cotton, Raw	„	168	617
Cream of Tartar	„	207	853
Currants	„	2,336	2,161
Feathers for Beds	„	55	513
Figs	„	373	532
Fish:			
Cod	„	31,280	21,464
Herrings	„	24,459	10,076
Flax:			
Undressed	„	20,961	61,211
Dressed	„	1,538	6,921
Tow or Codilla of	„	111	278
Glass, Window, and German Sheet	„	20,186	16,149
Grapes	*Bushels*	344	338
Guano	*Tons*	26,223	310,572
Hemp:			
Dressed	*Cwt.*	1,675	4,132
Undressed	„	4,650	8,295
Jute	„	1,800	1,695
Hides:			
Not tanned	„	1,270	3,254
Tanned, tawed or dressed	*Lbs.*	7,473	666
Horns, unenumerated	*Tons*	18	496
Ice	„	8,727	7,854
Iron, in bars, unwrought	„	71	714

IMPORTS into *Ireland* from Foreign Countries and British Possessions Abroad—*continued.*

ARTICLES.		YEAR 1867.	
		Quantities Imported.	Computed Real Value.
			£.
Lard	*Cwt.*	150	420
Leather Boot Fronts	*Pairs*	2,124	339
Madder and Madder Root	*Cwt.*	805	1,811
Manganese, Ore of	*Tons*	1,861	10,608
Musical Instruments	*Value*	- -	735
Nitre Cubic	*Cwt.*	4,745	2,550
Oil:			
Train and Spermaceti	*Tuns*	25	989
Olive	„	58	3,990
Palm	*Cwt.*	14	27
Seed of all sorts	*Tons*	498	19,598
Chemical and Perfumed	*Lbs.*	1,025	1,753
Oil or Spirit of Turpentine	*Cwt.*	1,946	3,073
Oil-seed cakes	*Tons*	300	2,540
Onions	*Bushels*	29,237	6,822
Opium	*Lbs.*	2,260	1,921
Oranges and Lemons	*Bushels*	14,491	6,997
Paper:			
Gilt, coloured or fancy	*Cwt.*	146	1,022
Waste, and Paper unenumerated	„	677	1,269
Millboard	„	3,286	1,972
Petroleum, Refined	*Gallons*	82,419	4,808
Pictures, viz.: Oil Paintings	*Number*	17	392
Pitch	*Cwt.*	7,568	3,216
Plaster of Paris	*Tons*	496	1,240
Plums, French and Prunelloes	*Cwt.*	311	1,847
Potash, Muriate of	„	12,822	5,129
Potato Flour	„	363	328
Pyrites of Iron and Copper	*Tons*	2,182	4,692
Quicksilver	*Lbs.*	100,000	8,854
Raisins	*Cwt.*	5,365	7,735
Rice, not Rough, nor in the Husk	„	2,633	4,213
Rosin	„	3,593	1,886
Salt	*Tons*	670	670
Seeds:			
Canary	*Cwt.*	841	631
Caraway	„	1,960	3,920
Clover	„	2,860	9,510
Flax	*Qrs.*	37,052	111,156
Grass	*Cwt.*	3,001	2,649
Hemp	*Qrs.*	711	1,422
Linseed	„	13,262	36,385
Mustard	*Cwt.*	575	783
Onion	„	48	490
Rape	*Qrs.*	3,820	9,837
Tares	„	852	1,853
Unenumerated	*Value*	- -	281
Shumach	*Tons*	113	2,277
Spirits:			
Brandy	*Proof Gallons*	242,988	69,581
Geneva	„	17,482	1,930
Other sorts	*Gallons*	1,408	728

IMPORTS into *Ireland* from Foreign Countries and British Possessions Abroad—*continued.*

ARTICLES.		YEAR 1867.	
		Quantities Imported.	Computed Real Value.
			£.
Stearine	*Cwt.*	552	2,042
Stone:			
Marble sawn or otherwise Manufactured	„	582	582
Slate, hewn	*Tons*	110	330
Millstones	„	192	848
Unenumerated:			
In lumps not hewn	„	53	464
In blocks, shaped	„	139	236
Hewn	„	235	519
Sugar:			
Refined and Candy	*Cwt.*	67,090	105,310
Unrefined	„	92,522	95,036
Tallow	„	26,274	58,558
Tar	*Barrels*	6,444	4,833
Tea	*Lbs.*	17,787	1,560
Tobacco:			
Unmanufactured	„	1,347,457	36,486
Tobacco Pipes, of clay	*Value*	-	1,364
Valonia	*Tons*	777	13,442
Vermicelli and Maccaroni	*Cwt.*	272	480
Vinegar	*Gallons*	9,592	958
Wine	„	992,732	330,280
Wood and Timber:			
Hewn, not sawn or split	*Loads*	67,222	209,236
Sawn or split	„	158,617	430,260
Staves	„	6,767	60,569
Hoops	„	406	2,436
Lathwood	„	2,979	4,965
Furniture and Hardwoods:			
Mahogany	*Tons*	400	3,500
Unenumerated	„	62	455
Wool:			
Sheep or Lambs	*Lbs.*	37,890	1,381
Goats' wool or hair	„	12,260	1,226
Yarn Cable	„	54,768	929
Zinc	*Tons*	138	3,629
All other Articles	*Value*	-	11,158
TOTAL Value of all Articles	£.		8,415,358

RETURN of all Articles Exported from *Ireland* to Foreign Countries and the British Possessions Abroad, with the Declared or Computed Value of each, and their Total Amount.

EXPORTS of British and Irish Produce and Manufactures from *Ireland* to Foreign Countries and British Possessions Abroad.

ARTICLES.		YEAR 1867.	
		Quantities Exported.	Declared Real Value.
			£.
Apparel and Slops	*Value*	-	179
Bacon and Hams	*Cwt.*	106	331
Bags, empty	*Dozens*	44	20
Beef and Pork	*Cwt.*	675	1,378
Beer and Ale	*Barrels*	537	1,817
Bleaching Materials	*Cwt.*	3,840	1,791
Butter	„	15,538	70,401
Coals, Cinders, and Culm	*Tons*	2,628	1,583
Coal Pitch	*Cwt.*	28,528	2,756
Corn:			
Wheat and Wheat Flour	*Qrs.*	1,050	3,798
Oats and Oatmeal	„	112,565	140,052
Cotton Manufactures, entered by the yard	*Yards*	22,111	455
Drugs and Chemical Products	*Value*	-	7,603
Epsom Salts and Salt Cake	*Cwt.*	72,780	13,907
Fish:			
Herrings	*Barrels*	942	1,413
Cod	*Cwt.*	1,772	1,634
Flax, dressed and undressed	„	40	140
ron:			
Pig	*Tons*	6,112	18,217
Cast and Wrought	„	7	79
Old, for re-manufacture	„	910	3,362
Lard	*Cwt.*	26	78
Leather, unwrought	„	5	62
Linen Manufactures, entered by the yard	*Yards*	4,650	94
Machinery, of all sorts	*Value*	-	1,030
Potatoes	*Cwt.*	15,081	3,279
Provisions, not otherwise described	*Value*	-	395
Salt, Rock and White	*Tons*	2,571	1,256
Skins, British and Foreign	*Value*	-	1,341
Spirits, Irish and British	*Gallons*	17,049	2,138
Woollen Manufactures:			
Entered by the yard	*Yards*	210	40
Entered otherwise than by the yard	*Value*	-	15
All other Articles	„	-	2,622
	TOTAL £.		283,266

EXPORTS of Foreign and Colonial Merchandise from *Ireland* to Foreign Countries and British Possessions Abroad.

ARTICLES.		YEAR 1867.	
		Quantities Exported.	Computed Real Value.
			£.
Corn, Maize or Indian	*Cwt.*	112	50
Flax, Undressed	,,	100	293
Seeds, Flax	*Qrs.*	90	266
Spirits:			
Brandy	*Proof Gallons*	3,282	930
Geneva	,,	115	13
Rum	,,	212	22
Sweetened and perfumed	*Gallons*	220	220
Tobacco, Manufactured	*Lbs.*	380	150
Wine:			
Red	*Gallons*	6,495	1,813
White	,,	17,279	5,868
TOTAL	£.		9,625

SUMMARY.

	IMPORTS into Ireland from Foreign Countries and British Possessions Abroad (Computed Real Value).	EXPORTS from Ireland to Foreign Countries and British Possessions Abroad.		
		British and Irish Produce and Manufactures (Declared Value).	Foreign and Colonial Merchandise (Computed Real Value).	TOTAL Exports.
	£.	£.	£.	£.
Year 1867	8,415,358	283,266	9,625	292,891

Office of the Inspector General of Imports and Exports,
Custom House, London, 29 June 1868.

Edw. Bernard,
Inspector General.

RETURN of the Quantities of CORN and MEAL, whether of Native or of Foreign Growth, distinguishing the several Sorts, Imported into *Ireland* from *Great Britain*, in the Year ended 31st day of December 1867, with the Computed Value thereof; Similar RETURN of CORN and MEAL Exported from *Ireland* to *Great Britain*.

	CORN, GRAIN, MEAL, and FLOUR Imported into Ireland from Great Britain, in the Year 1867.						CORN, GRAIN, MEAL, and FLOUR Exported from Ireland to Great Britain, in the Year 1867.					
	QUANTITIES.			COMPUTED REAL VALUE.			QUANTITIES.			COMPUTED REAL VALUE.		
	British Growth.	Foreign Growth.	TOTAL.	British Growth.	Foreign Growth.	TOTAL.	Irish Growth.	Foreign Growth.	TOTAL.	Irish Growth.	Foreign Growth.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	£.	£.	£.	*Qrs.*	*Qrs.*	*Qrs.*	£.	£.	£.
Wheat	57,015	17,980	74,995	183,755	56,162	239,917	11,879	- -	11,879	38,285	- -	38,285
Barley	13,846	2,211	16,057	27,712	3,933	31,645	22,295	- -	22,295	44,624	- -	44,624
Oats	10,678	7	10,685	13,887	9	13,896	674,103	- -	674,103	876,684	- -	876,684
Peas	704	5	709	1,491	10	1,501	477	- -	477	1,011	- -	1,011
Beans	227	3	230	479	5	484	20,645	- -	20,645	43,502	- -	43,502
Indian Corn	- -	282,565	282,565	- -	544,948	544,948	- -	4,885	4,855	- -	9,422	9,422
Beer, or Bigg	1	- -	1	1	- -	1	—	—	—	—	—	—
Malt	17,548	- -	17,548	39,483	- -	39,483	6,212	- -	6,212	13,977	- -	13,977
TOTAL of CORN and GRAIN	100,019	302,771	402,790	266,808	605,067	871,875	735,611	4,885	740,496	1,018,083	9,422	1,027,505
	Cwts.	*Cwts.*	*Cwts.*				*Cwts.*	*Cwts.*	*Cwts.*			
Wheatmeal or Flour	206,266	53,157	259,423	207,125	52,050	259,175	139,447	3,500	142,947	140,028	3,427	143,455
Barleymeal	77	660	737	47	380	427	760	- -	760	466	- -	466
Oatmeal	7,055	- -	7,055	4,409	- -	4,409	574,513	- -	574,513	359,071	- -	359,071
Beanmeal	197	- -	197	108	- -	108	3	- -	3	2	- -	2
Indian Cornmeal	- -	9,036	9,036	- -	5,177	5,177	- -	410	410	- -	235	235
Buck Wheatmeal	- -	- -	- -	- -	- -	- -	1,900	- -	1,900	903	- -	903
TOTAL of MEAL and FLOUR	213,595	62,853	276,448	211,689	57,607	269,296	716,623	3,910	720,533	500,470	3,662	504,132
	Qrs.	*Qrs.*	*Qrs.*				*Qrs.*	*Qrs.*	*Qrs.*			
AGGREGATE of CORN, GRAIN, MEAL, and FLOUR stated in Quarters	163,521	320,788	484,309	478,497	662,674	1,141,171	1,141,829	6,005	1,147,834	1,518,553	13,084	1,531,637

Office of the Inspector General of Imports and Exports,
Custom House, London, 29 June 1868.

Edw. Bernard,
Inspector General.

EXCISE AND CUSTOMS (IRELAND).

STATEMENTS showing the Quantities of certain ARTICLES retained for Home Consumption in *Ireland*, in the Year ended 31 December 1867; and the Quantities of certain ARTICLES Exported from *Ireland* in the same Year, distinguishing the Exports to *Great Britain* from those to Foreign Countries; also, RETURNS of all ARTICLES Imported into *Ireland* from Foreign Countries and the British Possessions Abroad, during the Year ended 31 December 1867; and of all ARTICLES Exported from *Ireland* to Foreign Countries and the British Possessions Abroad, with the Declared or Computed Value of each; &c.

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed,*
1 *July* 1868.

Under 2 oz.

FACTORIES.

RETURN to an Address of the Honourable The House of Commons, dated 5 December 1867;—*for*,

"RETURNS of the Number of COTTON, WOOLLEN, SHODDY, WORSTED, FLAX, HEMP, JUTE, ROPE, HORSEHAIR, ELASTIC, HOSIERY, LACE, and SILK FACTORIES, subject to the Factories Acts, in each County of the United Kingdom, and distinguishing each of those Descriptions of Factories:—

FACTORIES.

1. Those for Spinning only;
2. Those for Weaving only;
3. Those for Spinning and Weaving;
4. Those for Dressing or Finishing only;
5. Factories not included in any of the above Descriptions.

MACHINES.

The Number of Combing Machines employed;
The Number of Spinning Spindles employed;
The Number of Doubling Spindles, distinguished from the Spinning Spindles;
The Number of Power Looms and Power Loom Weavers;
The Number of Billy Spindles or Condensers;
The Number of Gigs;
The Number of Fulling Stocks;
The Number of Hand Frames in Hosiery Factories, and the Number of Heads of Circular Frames working therein, and the Total Number of Feeders Working on this Number of Heads;
The Total Number of Flat Frames working by Power, and the Total Number of Inches of the same;

(The several Rooms and Premises occupied by any one Firm situated within the same Outward Gate or Boundary to be deemed one Factory):"

"Of the AMOUNT of STEAM POWER and of WATER POWER available for employment in each of the above Descriptions of Factories, and the average indication of Power used, expressed in each case by Horse Power:"

"Of the Number of CHILDREN under Thirteen Years of Age, Boys and Girls; distinguishing in Silk Mills the number of Persons of both Sexes engaged in the operations of Feeding or Throwing of between Eleven and Thirteen Years of Age:"

"Of the Number of MALE YOUNG PERSONS between Thirteen and Eighteen Years of Age, and of FEMALES above Thirteen Years of Age:"

"And, of the Number of MALES above Eighteen Years of Age, including all Managers, Clerks, Overlookers, Engineers, Mechanics, and all other Persons engaged in the Factory, except the Owners or Occupiers constituting the Firm:"

"And, that the preceding Returns shall be followed by a GENERAL SUMMARY thereof, embracing the whole of the United Kingdom—(in continuation, with certain exceptions, of Parliamentary Paper, No. 23, of Session 1862)."

ENGLAND AND WALES - - - - - - - - - p. 2
SCOTLAND - - - - - - - - - - - - p. 16
IRELAND - - - - - - - - - - - - - p. 23

(*Mr. Baines.*)

Ordered, by The House of Commons, *to be Printed,*
22 *July* 1868.

RETURN of the Number of COTTON, WOOL, SHODDY, WORSTED, FLAX, HEMP, JUTE, HORSE-HAIR, ELASTIC, HOSIERY, LACE, and SILK FACTORIES, subject to the FACTORIES ACTS in the United Kingdom.

ENGLAND AND WALES.

RETURN OF COTTON FACTORIES.

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
										Steam.	Water.	M.	F.				M.	F.	M. & F.
FACTORIES employed in SPINNING:																			
Chester	134	1,057	1,611,129	112,073	–	–	1,724	–	–	12,053	1,576	823	398	1,523	4,888	3,363	5,709	5,286	10,995
Derby	35	1,171	204,738	84,965	–	–	7,398	–	–	1,182	1,211	397	374	486	2,517	971	1,854	2,891	4,745
Lancaster	676	2,570	10,947,728	543,983	–	–	3,832	–	–	68,431	1,387	5,235	3,242	7,033	22,221	21,104	33,372	25,463	58,835
Middlesex	3	29	5,020	5,084	–	–	–	–	–	92	–	–	–	39	120	48	87	120	207
Nottingham	15	57	6,292	180,654	–	–	–	–	–	652	67	28	32	82	1,825	249	359	1,857	2,216
Stafford	4	–	87,616	78,402	–	–	–	–	–	710	440	67	106	110	759	234	411	865	1,276
Warwick	1	–	30,000	–	–	–	–	–	–	150	–	–	–	36	180	32	68	180	248
Worcester	1	–	11,400	–	–	–	–	–	–	60	–	12	13	13	75	23	48	88	136
York	172	478	1,923,303	643,415	–	–	8,642	–	–	13,958	1,295	1,433	1,151	1,527	5,885	3,396	6,356	7,036	13,392
	1,041	5,362	14,827,226	1,648,576	–	–	21,596	–	–	93,288	4,609	7,995	5,316	10,849	38,470	29,420	48,264	43,786	92,050
FACTORIES employed in WEAVING:																			
Chester	13	–	–	–	3,002	1,301	–	–	–	477	30	30	48	76	870	289	395	918	1,313
Derby	8	–	–	–	1,046	413	–	–	–	42	171	48	48	50	284	142	240	332	572
Lancaster	536	–	–	–	125,437	48,399	–	–	–	13,981	131	2,900	3,294	4,687	38,795	16,589	24,176	42,089	66,265
Norfolk	2	–	–	–	141	126	–	–	–	186	–	–	–	4	133	15	19	133	152
Stafford	4	–	–	–	635	458	–	–	–	51	40	9	14	31	593	153	193	607	800
Suffolk	1	–	–	–	75	50	–	–	–	30	–	2	–	9	50	40	51	50	101
Warwick	2	–	–	–	161	80	–	–	–	24	–	–	–	8	118	51	59	118	177
York	66	–	–	–	7,395	2,836	–	–	–	576	88	88	89	266	1,665	1,401	1,755	1,754	3,509
	632	–	–	–	137,892	53,663	–	–	–	15,367	460	3,077	3,493	5,131	42,508	18,680	26,888	46,001	72,889

Factories employed in Spinning and Weaving:																			
Chester	44	255	1,386,951	6,821	21,624	9,631	–	–	–	17,959	875	672	483	1,507	12,439	5,028	7,207	12,922	20,129
Cumberland	13	–	138,782	250	2,658	1,001	–	–	–	1,222	91	31	20	245	2,214	703	979	2,234	3,213
Derby	13	83	338,156	5,000	5,944	1,429	–	–	–	1,311	291	236	252	396	2,640	1,361	1,993	2,892	4,885
Essex	1	–	8,136	512	140	48	–	–	–	50	–	–	–	33	111	36	69	111	180
Gloucester	1	–	91,072	100	1,470	758	–	–	–	500	–	3	–	177	1,174	175	355	1,174	1,529
Lancaster	513	2,448	13,213,227	329,498	167,543	64,686	9,228	–	–	37,131	1,186	9,144	8,820	13,147	79,622	39,915	62,206	88,442	150,648
Middlesex	1	–	- -	200	17	17	–	–	–	30	–	–	–	–	18	19	19	18	37
Warwick	3	–	21,464	- -	556	290	–	–	–	363	–	31	32	91	348	71	193	380	573
York	41	129	453,214	29,448	6,875	2,738	1,994	–	–	3,001	96	741	622	809	2,989	1,771	3,321	3,611	6,932
	630	2,915	15,651,002	371,829	206,827	80,598	11,222	–	–	61,657	2,539	10,858	10,229	16,405	101,555	49,079	76,342	111,784	188,126
Factories not included in either of the above Descriptions:																			
Chester	6	–	- -	- -	–	–	–	–	–	23	–	–	–	6	66	32	38	66	104
Derby	4	–	- -	8,231	–	–	–	–	–	24	30	–	–	3	195	54	57	195	252
Lancaster	71	2	- -	16	–	–	–	–	–	437	20	30	40	123	1,366	539	692	1,406	2,098
Leicester	6	–	- -	- -	–	–	–	–	–	484	–	–	–	88	1,070	181	269	1,070	1,339
Middlesex	4	3	- -	- -	–	–	–	–	–	34	–	–	–	5	24	52	57	24	81
Nottingham	6	–	- -	80	–	–	–	–	–	50	–	1	–	12	24	19	32	25	57
Norfolk	1	–	- -	- -	–	–	–	–	–	10	–	–	–	1	15	6	7	15	22
Warwick	1	–	- -	- -	–	–	–	–	–	6	–	–	3	–	17	3	3	20	23
York	3	–	- -	- -	–	–	–	–	–	23	15	1	–	1	4	5	7	4	11
	102	5	- -	8,327	–	–	–	–	–	1,091	65	32	43	239	2,782	891	1,162	2,825	3,987
Total of Cotton Factories	2,405	8,282	30,478,228	2,028,732	344,719	134,261	32,818	–	–	171,403	7,673	21,962	19,081	32,624	185,315	98,070	152,656	204,396	357,052

RETURN OF WOOLLEN FACTORIES.

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles.	No. of Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
											Steam.	Water.	M.	F.				M.	F.	M. & F.
FACTORIES employed in SPINNING:																				
Anglesea	13	–	1,370	–	–	–	4	–	3	2	3	36	–	–	12	5	34	46	5	51
Brecon	9	–	532	–	–	–	3	–	–	3	–	19	–	–	9	8	28	37	8	45
Cardigan	30	–	3,350	–	–	–	17	–	–	–	–	68	–	–	5	48	49	54	48	102
Carmarthen	22	–	1,970	–	–	–	15	–	1	3	–	43	–	–	18	22	30	48	22	70
Carnarvon	21	–	1,815	–	–	–	3	–	1	3	–	50	2	2	18	4	54	74	6	80
Chester	5	2	5,540	–	–	–	590	–	–	–	37	20	2	2	15	9	40	57	11	68
Cornwall	1	–	136	–	–	–	–	–	–	1	–	4	–	–	–	6	1	1	6	7
Cumberland	8	–	3,403	428	–	–	2,128	–	3	5	34	102	8	5	25	31	46	79	36	115
Denbigh	11	–	2,062	–	–	–	–	–	–	–	–	26	–	–	10	2	22	32	2	34
Derby	4	36	10,306	1,300	–	–	160	–	–	2	157	23	–	–	31	141	95	126	141	267
Devon	3	–	870	–	–	–	1	–	–	2	–	42	2	7	6	23	11	19	30	49
Durham	1	–	–	24	–	–	60	–	1	1	–	6	–	–	1	–	4	5	–	5
Flint	2	–	558	–	–	–	–	–	–	1	–	8	1	–	4	–	4	9	–	9
Glamorgan	35	–	4,214	–	–	–	15	–	–	1	30	82	6	4	17	78	105	128	82	310
Lancaster	8	3	11,494	2,500	–	–	426	–	8	33	109	39	15	112	32	189	152	199	301	500
Leicester	22	2	43,948	8,844	–	–	780	–	–	–	1,084	–	–	3	163	1,369	523	686	1,372	2,058
Lincoln	1	–	–	–	–	–	99	–	–	2	14	6	1	2	7	7	36	44	9	53
Merioneth	16	–	1,300	–	–	–	–	–	–	1	–	28	–	1	9	7	25	34	8	42
Montgomery	23	–	5,990	–	–	–	–	–	–	–	9	101	–	–	36	34	88	124	34	158
Norfolk	2	1	4,112	1,712	–	–	–	–	–	–	39	10	13	8	10	133	35	58	141	199
Nottingham	2	–	2,400	132	–	–	–	–	–	–	31	–	1	2	9	32	22	32	34	66
Oxford	8	–	3,245	–	–	–	–	–	–	–	23	89	–	–	35	71	87	122	71	193
Pembroke	18	–	1,054	–	–	–	7	–	–	5	–	25	2	–	16	7	31	49	7	56
Salop	4	–	6,180	1,870	–	–	191	–	–	2	55	34	–	–	59	133	35	94	133	227
Somerset	8	–	5,536	–	–	–	9	–	8	20	35	73	1	–	28	72	44	73	72	145
Westmorland	9	–	4,540	1,998	–	–	4,861	–	9	19	33	262	27	27	44	106	126	197	133	330
York	263	87	588,671	54,319	–	–	74,813	282	137	646	7,401	1,011	629	476	1,680	3,655	4,931	7,240	4,131	11,371
	549	131	714,596	73,127	–	–	84,182	282	181	752	9,094	2,207	710	651	2,299	6,192	6,658	9,667	6,843	16,510

Factories employed in Weaving:																				
Chester	2	–	–	–	84	45	–	–	–	–	35	–	2	–	1	43	12	15	43	58
Lancaster	2	–	–	–	86	33	–	–	–	–	26	–	–	–	2	39	14	16	39	55
Pembroke	1	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	2	2	–	2
Salop	1	–	–	–	37	37	–	–	–	–	20	–	5	2	32	30	73	110	32	142
Somerset	1	–	–	–	8	8	–	–	–	–	–	4	1	–	6	–	2	9	–	9
York	35	14	–	–	1,947	1,184	–	–	19	14	416	10	23	8	83	1,094	810	916	1,102	2,018
	42	14	–	–	2,163	1,308	1	–	19	14	497	14	31	10	124	1,206	913	1,068	1,216	2,284
Factories employed in Spinning and Weaving:																				
Carmarthen	2	–	464	–	3	3	–	–	–	1	–	8	–	–	9	5	19	28	5	33
Carnarvon	1	–	60	–	1	2	1	–	–	–	–	2	–	–	2	–	3	5	–	5
Chester	10	255	401,248	2,645	5,928	2,864	–	–	–	–	3,297	585	228	173	287	3,720	1,453	1,968	3,893	5,861
Cornwall	1	–	1,112	–	40	39	3	–	2	2	20	30	–	–	2	89	10	12	89	101
Cumberland	2	–	3,028	–	53	53	1,210	–	4	11	140	–	2	–	25	114	64	91	114	205
Denbigh	5	–	5,642	–	96	48	–	–	2	11	–	90	6	1	35	47	115	156	48	204
Derby	9	83	320,444	–	5,736	1,349	–	–	–	–	1,185	196	217	227	353	2,357	1,247	1,817	2,584	4,401
Devon	9	–	6,966	–	388	313	–	–	1	5	96	158	6	28	74	461	154	234	489	723
Durham	3	–	4,650	1,354	73	71	270	–	2	3	175	61	–	–	67	212	267	334	212	546
Gloucester	62	–	65,094	5,184	1,231	1,033	144	–	366	253	1,954	1,290	38	8	676	3,793	1,853	2,567	3,801	6,368
Hereford	2	–	151	20	–	–	–	–	–	1	–	8	–	–	–	2	3	3	2	5
Lancaster	81	56	1,831,236	2,343	7,495	5,039	53,412	118	60	136	2,719	326	930	1,045	751	3,814	3,320	5,001	4,859	9,860
Merioneth	5	–	3,070	–	41	21	–	–	–	3	–	28	–	–	13	17	47	60	17	77
Montgomery	9	–	5,640	–	245	182	8	–	2	10	80	42	8	2	65	219	100	173	221	394
Northumberland	9	5	4,060	684	22	17	1,323	1	6	9	32	88	1	–	11	39	97	109	39	148
Oxford	2	–	11,804	–	159	125	–	–	–	–	288	65	1	–	105	301	182	288	301	589
Pembroke	1	–	36	–	2	2	–	–	–	–	–	1	–	–	–	–	2	2	–	2
Radnor	1	–	960	42	–	–	112	–	–	1	12	15	–	–	5	11	25	30	11	41
Somerset	11	–	34,933	–	601	400	43	–	59	55	599	184	48	15	236	1,185	777	1,061	1,200	2,261
Westmorland	3	–	10,096	–	143	143	1,992	–	12	8	80	30	29	4	23	235	135	187	239	426
Wilts	25	–	43,607	4,490	770	769	84	–	152	97	1,012	111	9	1	349	1,683	1,150	1,508	1,684	3,192
York	382	221	754,019	38,385	18,081	16,379	898,568	768	892	1,833	10,408	1,649	1,181	670	4,079	19,732	14,555	19,815	20,402	40,217
	635	620	3,108,320	55,147	40,408	28,843	957,170	887	1,560	2,439	22,097	4,967	2,704	2,174	7,167	38,036	25,578	35,449	40,210	75,659

RETURN OF WOOLLEN FACTORIES—*continued.*

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles.	No. of Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
											Steam.	Water.	M.	F.				M.	F.	M. & F.
FACTORIES employed in FINISHING:																				
Lancaster - - - -	34	–	–	–	–	–	610	7	85	55	317	226	69	13	119	11	711	899	24	923
York - - - - -	96	–	–	–	–	–	–	–	687	98	1,482	58	100	1	1,001	521	2,614	3,715	522	4,237
	130	–	–	–	–	–	610	7	772	153	1,799	284	169	14	1,120	532	3,325	4,614	546	5,160
FACTORIES not included in either of the above Descriptions:																				
Chester - - - - -	5	–	–	–	–	–	270	2	–	–	32	7	8	–	11	7	32	51	7	58
Devon - - - - -	5	–	–	–	–	–	–	–	1	1	–	7	–	–	16	97	54	70	97	167
Leicester - - - -	1	–	–	–	–	–	–	–	–	–	13	–	–	–	6	10	3	9	10	19
Middlesex - - -	1	12	–	–	–	–	–	–	–	2	16	–	–	–	6	177	34	40	177	217
Northumberland - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	2	–	2
Somerset - - - - -	9	–	–	–	–	–	–	–	–	–	10	94	2	–	7	43	51	60	43	103
York - - - - -	42	186	–	–	–	–	3,745	–	–	162	1,322	46	–	–	136	488	1,135	1,271	488	1,759
	64	198	–	–	–	–	4,015	2	1	165	1,393	154	10	–	182	822	1,311	1,503	822	2,325
TOTAL of WOOLLEN FACTORIES	1,420	963	3,822,916	128,274	42,571	30,151	1,045,978	1,178	2,533	3,523	34,880	7,626	3,624	2,849	10,892	46,788	37,785	52,301	49,637	101,938

RETURN OF SHODDY FACTORIES.

Lancaster - - - - -	23	17	19,838	120	310	144	7,215	–	3	5	211	62	57	49	41	172	206	304	221	525
York - - - - - -	81	18	53,271	4,108	685	649	16,738	30	85	74	1,314	68	83	23	252	1,407	897	1,232	1,430	2,662
TOTAL of SHODDY FACTORIES	104	35	73,109	4,228	995	793	23,953	30	88	79	1,525	130	140	72	293	1,579	1,103	1,536	1,651	3,187

Factories employed in Spinning:																				
Devon	2	–	3,856	–	–	–	–	–	–	–	20	32	–	–	4	111	22	26	111	137
Durham	1	–	9,928	3,802	–	–	–	–	–	–	310	–	–	–	50	275	30	80	275	355
Lancaster	3	5	12,650	2,900	–	–	–	–	–	–	390	–	32	43	22	344	158	212	387	599
Norfolk	4	3	9,737	4,228	–	–	–	–	–	–	399	–	–	29	10	359	47	57	388	445
Somerset	2	–	2,682	–	–	–	–	–	–	–	38	35	10	10	10	82	83	103	92	195
Westmorland	2	–	2,108	–	–	–	–	–	–	–	15	28	3	3	1	21	5	9	24	33
Worcester	7	–	35,222	2,488	–	–	–	–	–	–	413	34	55	156	84	765	224	363	921	1,284
York	272	511	1,086,330	207,171	–	–	6,397	–	–	–	17,614	563	5,696	8,100	4,309	16,018	5,812	15,817	24,118	39,935
	293	519	1,162,513	220,589	–	–	6,397	–	–	–	19,199	692	5,796	8,341	4,490	17,975	6,381	16,667	26,316	42,983
Factories employed in Weaving:																				
Durham	1	–	–	–	288	100	–	–	–	–	30	–	–	–	1	107	18	19	107	126
Lancaster	5	–	–	–	1,085	432	–	–	–	–	114	–	20	19	36	356	188	244	375	619
Warwick	3	–	–	–	262	144	–	–	–	–	132	–	–	–	11	102	102	113	102	215
Worcester	24	–	–	–	576	566	–	–	–	–	280	–	24	1	388	497	909	1,321	498	1,819
York	180	30	–	–	23,797	10,651	–	–	–	–	3,889	148	152	67	715	10,378	3,510	4,377	10,445	14,822
	213	30	–	–	26,008	11,893	–	–	–	–	4,445	148	196	87	1,151	11,440	4,727	6,074	11,527	17,601
Factories employed in Spinning and Weaving:																				
Worcester	1	–	3,584	–	134	134	–	–	–	–	61	–	4	13	108	256	224	336	269	605
York	164	420	920,927	114,450	45,414	19,428	8,960	–	35	20	19,255	880	5,518	6,073	3,600	38,811	12,082	21,200	44,884	66,084
	165	420	924,511	114,450	45,548	19,562	8,960	–	35	20	19,316	880	5,522	6,086	3,708	39,067	12,306	21,536	45,153	66,689

RETURN OF WORSTED FACTORIES—*continued.*

COUNTIES.	No of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
										Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories not included in either of the above Descriptions:																			
Durham - - - - -	1	10	- -	-	-	-	-	-	-	60	-	-	-	1	51	12	13	51	64
Lancaster - - - - -	2	-	62,000	-	-	-	-	-	-	246	-	-	-	41	634	86	127	634	761
Middlesex - - - - -	3	-	- -	-	-	-	-	-	-	9	-	-	-	3	21	12	15	21	36
York - - - - - -	10	36	- -	-	-	-	-	-	-	141	4	-	-	8	135	133	141	135	276
	16	46	62,000	-	-	-	-	-	-	456	4	-	-	53	841	243	296	841	1,137
Total of Worsted Factories -	687	1,015	2,149,024	335,039	71,556	31,455	15,357	35	20	43,416	1,724	11,514	14,514	9,402	69,323	23,657	44,573	83,837	128,410

RETURN OF FLAX FACTORIES.

Factories employed in Spinning:																			
Chester - - - - -	1	-	1,000	-	-	-	-	-	-	90	-	137	33	100	50	79	316	83	399
Derby - - - - -	1	-	2,322	-	-	-	-	-	-	-	-	1	7	2	59	7	10	66	76
Devon - - - - -	1	-	220	-	-	-	-	-	-	-	15	-	-	1	13	1	2	13	15
Gloucester - - - -	4	-	1,990	-	-	-	-	-	-	76	-	-	-	20	146	98	118	146	264
Lancaster - - - -	7	57	134,280	1,156	-	-	-	-	-	857	30	111	164	208	1,832	387	696	1,996	2,692
Middlesex - - - -	1	-	- -	4,049	-	-	-	-	-	20	-	-	-	54	15	32	86	15	101
Norfolk - - - -	1	-	250	-	-	-	-	-	-	20	-	-	-	2	20	3	5	20	25
Salop - - - - -	1	-	4,720	4,450	-	-	-	-	-	296	-	56	24	303	98	151	510	122	632
Somerset - - - -	5	-	4,088	-	-	-	-	-	-	146	58	-	-	42	247	73	115	247	362
Westmorland - - -	1	-	320	36	-	-	-	-	-	9	12	8	2	8	14	21	37	16	53
York - - - - - -	26	20	163,690	8,586	-	-	-	-	-	2,399	528	203	253	417	4,225	1,311	1,931	4,478	6,409
	49	77	312,880	18,277	-	-	-	-	-	3,913	643	506	483	1,157	6,719	2,163	3,826	7,202	11,028

FACTORIES employed in WEAVING:																				
Durham	3	–	–	–	–	44	33	–	–	–	36	–	–	–	4	43	26	30	43	73
Lancaster	7	–	–	–	–	814	359	–	–	–	201	6	13	12	28	463	171	212	475	687
Somerset	4	–	–	–	–	15	15	–	–	–	12	–	–	–	2	28	5	7	28	35
Westmorland	1	–	–	–	–	34	34	–	–	–	10	–	–	–	1	56	5	6	56	62
York	21	–	–	–	–	1,895	1,347	–	–	–	487	15	–	–	80	1,847	490	570	1,847	2,417
	36	–	–	–	–	2,802	1,788	–	–	–	746	21	13	12	115	2,437	697	825	2,449	3,274
FACTORIES employed in SPINNING and WEAVING:																				
Cornwall	1	–	742	–	20	20	–	–	–	25	–	–	–	–	80	6	6	80	86	
Cumberland	8	–	33,594	10,496	13	12	–	–	–	467	195	34	31	77	907	216	327	938	1,265	
Devon	2	–	756	–	20	20	–	–	–	–	55	–	–	7	47	43	50	47	97	
Dorset	1	–	812	–	12	12	–	–	–	20	30	9	4	8	55	37	54	59	113	
Lancaster	4	–	51,958	–	1,552	735	–	–	–	1,326	–	62	125	56	1,051	250	368	1,176	1,544	
Somerset	8	–	4,910	–	137	127	–	–	–	207	58	3	5	59	236	195	257	241	498	
York	6	–	31,771	7,772	530	355	–	–	–	1,674	16	336	315	191	2,061	559	1,086	2,376	3,462	
	30	–	124,543	18,268	2,284	1,281	–	–	–	3,719	354	444	480	398	4,437	1,306	2,148	4,917	7,065	
FACTORIES not included in either of the above Descriptions:																				
Lancaster	1	–	–	–	–	–	–	–	–	6	–	–	–	1	18	2	3	19	22	
Middlesex	1	–	200	–	–	–	–	–	–	6	–	–	–	–	5	–	–	5	5	
Norfolk	1	–	–	–	–	–	–	–	–	60	–	–	–	11	12	37	48	12	60	
Warwick	2	–	–	–	–	–	–	–	–	56	–	–	–	32	94	60	92	94	186	
York	8	–	–	–	–	–	–	–	–	117	–	8	–	16	89	106	130	89	219	
	13	–	200	–	–	–	–	–	–	245	–	8	–	60	218	205	273	219	492	
TOTAL of FLAX FACTORIES	128	77	437,623	36,545	5,086	3,069	–	–	–	8,623	1,018	971	975	1,730	13,811	4,371	7,072	14,787	21,859	

RETURN OF HEMP FACTORIES.

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 years of Age.	Total No. of Persons Employed.		
										Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																			
Durham	7	27	1,240	54	–	–	–	–	–	198	15	1	–	50	265	156	207	265	472
Lancaster	2	–	200	24	–	–	–	–	–	27	–	5	–	1	29	8	14	29	43
Middlesex	2	8	244	–	–	–	–	–	–	150	–	10	–	53	65	215	278	65	343
Northumberland	3	3	108	–	–	–	–	–	–	66	–	–	–	14	48	44	58	48	106
Surrey	1	–	180	–	–	–	–	–	–	70	–	–	–	90	11	74	164	11	175
York	2	15	1,084	304	–	–	–	–	–	98	–	2	2	4	109	22	28	111	139
	17	53	3,056	382	–	–	–	–	–	609	15	18	2	212	527	519	749	529	1,278
Factories employed in Weaving:																			
Nottingham	1	–	–	40	13	13	–	–	–	12	–	–	–	2	15	6	8	15	23
York	1	–	–	–	20	20	–	–	–	10	–	–	–	–	27	2	2	27	29
	2	–	–	40	33	33	–	–	–	22	–	–	–	2	42	8	10	42	52
Total of Hemp Factories	19	53	3,056	422	33	33	–	–	–	631	15	18	2	214	569	527	759	571	1,330

RETURN OF HORSEHAIR FACTORIES.

Gloucester	1	–	–	–	–	–	–	–	–	6	–	–	–	4	32	5	9	32	41
Lancaster	–	–	–	–	–	–	–	–	–	3	–	–	–	1	–	1	2	–	2
Norfolk	3	2	1	–	–	–	–	–	–	16	–	–	–	9	7	21	30	7	37
Salop	1	–	–	–	41	41	–	–	–	5	–	2	–	27	37	5	34	37	71
Somerset	1	–	–	–	–	–	–	–	–	5	–	10	9	10	85	22	42	94	136
Surrey	6	1	9	–	–	–	–	–	–	37	–	–	–	16	21	69	85	21	106
Worcester	1	–	–	–	–	–	–	–	–	–	–	–	–	20	70	22	42	70	112
York	2	–	–	–	5	4	–	–	–	16	–	4	26	1	270	22	27	296	323
Total of Hair Factories	15	3	10	–	46	45	–	–	–	88	–	16	35	88	522	167	271	557	828

RETURN OF JUTE FACTORIES.

FACTORIES employed in SPINNING:																				
Middlesex	1	–	292	–	–	–	–	–	–	18	–	–	–	1	30	3	4	30	34
Surrey	1	–	16	–	–	–	–	–	–	12	–	–	–	2	11	4	6	11	17
	2	–	308	–	–	–	–	–	–	30	–	–	–	3	41	7	10	41	51
FACTORIES employed in SPINNING and WEAVING:																				
Essex	2	30	4,440	40	222	223	–	–	–	735	–	–	–	104	744	125	229	744	973
Lancaster	3	–	1,430	–	84	61	–	–	–	99	–	2	1	31	345	34	67	346	413
Middlesex	1	9	2,052	388	105	73	–	–	–	60	–	–	–	62	208	53	115	208	323
	6	39	7,922	428	411	357	–	–	–	894	–	2	1	197	1,297	212	411	1,298	1,709
TOTAL of JUTE FACTORIES	8	39	8,230	428	411	357	–	–	–	924	–	2	1	200	1,338	219	421	1,339	1,760

RETURN OF ELASTIC FACTORIES.

Chester	1	–	-	-	–	–	–	–	–	10	–	–	–	–	41	18	18	41	59
Derby	13	–	30	232	232	218	–	–	–	124	–	2	5	79	334	298	379	339	718
Lancaster	1	–	-	-	–	–	–	–	–	20	–	–	–	10	45	25	35	45	80
Leicester	22	–	3,006	–	1,008	893	–	–	–	581	–	–	–	353	987	1,094	1,447	987	2,434
Middlesex	2	–	-	-	–	44	41	–	–	–	20	–	–	–	13	69	50	63	69	132
Nottingham	2	–	-	-	308	10	7	–	–	–	31	–	–	–	8	6	23	31	6	37
Warwick	4	–	-	-	–	149	155	–	–	–	31	–	–	–	33	147	181	214	147	361
TOTAL of ELASTIC FACTORIES	45	–	3,036	540	1,443	1,314	–	–	–	817	–	2	5	496	1,629	1,689	2,187	1,634	3,821

RETURN OF FELT FACTORIES.

Warwick	4	–	-	-	–	10	7	–	–	–	6	–	–	–	2	6	11	13	6	19

RETURN OF HOSIERY FACTORIES.

COUNTIES.	No. of Factories.	No. of Hand Frames.	No. of Heads of Circular Frames.	No. of Feeders on this No. of Heads.	No. of Flat Frames moved by Power.	No. of Inches of the same.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Derby	3	–	126	215	174	6,337	31	–	–	–	14	287	101	115	287	402
Leicester	54	955	3,363	6,402	597	39,215	330	–	33	12	356	2,045	1,337	1,726	2,057	3,783
Nottingham	31	213	5,557	12,593	897	100,801	218	–	8	–	259	1,046	867	1,134	1,046	2,180
Surrey	1	21	–	–	13	1,504	9	–	–	–	12	8	32	44	8	52
Warwick	1	3	–	–	–	–	–	–	–	–	–	–	2	2	–	2
Total of Hosiery Factories	90	1,192	9,046	19,210	1,681	147,857	588	–	41	12	641	3,386	2,339	3,021	3,398	6,419

RETURN OF LACE FACTORIES.

COUNTIES.	No. of Factories.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 16 Years of Age.	No. of Males between 16 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males. above 18 Years of Age.	Total Number of Persons Employed.		
		Steam.	Water.	M.	F.					M.	F.	M. & F.
Derby	7	54	8	6	- -	46	34	89	161	247	89	336
Devon	2	66	60	101	79	- -	64	216	147	312	295	607
Nottingham	173	1,067	- -	200	84	358	214	1,717	2,691	3,463	1,801	5,264
Somerset	4	70	16	63	28	- -	49	271	137	249	299	548
Total of Lace Factories	186	1,257	84	370	191	404	361	2,293	3,136	4,271	2,484	6,755

RETURN OF SILK FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning or Throwing Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 11 Years of Age.		No. of Children between 11 and 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
						Steam.	Water.	M.	F.	M.	F.				M.	F.	M. & F.
FACTORIES employed in SPINNING:																	
Chester - - - -	86	308,850	22,978	–	–	848	139	108	170	298	661	605	4,784	1,182	2,193	5,615	7,808
Derby - - - -	22	84,426	16,451	–	–	388	9	–	–	75	513	136	2,258	396	607	2,771	3,378
Essex - - - - -	2	18,898	15,384	–	–	59	8	–	–	4	46	14	324	34	52	370	422
Gloucester - - - -	2	300	700	–	–	23	–	–	–	2	9	2	151	4	8	160	168
Hertford - - - -	4	10,001	- -	–	–	7	–	26	28	45	79	55	312	70	196	419	615
Lancaster - - - -	6	75,591	19,500	–	–	350	20	15	41	81	239	92	669	361	549	949	1,498
Nottingham - - -	12	30,097	32,642	–	–	244	12	31	88	54	142	62	769	157	304	999	1,303
Somerset - - - -	4	5,195	- -	–	–	12	18	30	26	42	50	19	290	35	126	366	492
Stafford - - - -	30	17,690	3,879	–	–	141	6	14	17	23	112	175	1,050	344	556	1,179	1,735
Suffolk - - - -	2	7,424	650	–	–	16	10	7	32	48	87	17	176	10	82	295	377
Warwick - - - -	4	6,092	- -	–	–	39	5	–	–	25	48	36	305	42	103	353	456
Worcester - - - -	2	3,748	- -	–	–	–	18	53	6	29	1	112	5	2	196	12	208
York - - - - -	20	69,248	41,152	–	–	1,130	94	6	9	96	174	361	1,177	721	1,184	1,360	2,544
	196	637,560	153,336	–	–	3,257	339	290	417	822	2,161	1,686	12,270	3,358	6,156	14,848	21,004

RETURN OF SILK FACTORIES—*continued.*

COUNTIES.	No. of Factories.	No. of Spinning or Throwing Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		Number of Children under 11 Years of Age.		No. of Children between 11 and 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
						Steam.	Water.	M.	F.	M.	F.				M.	F.	M. & F.
Factories employed in Weaving:																	
Chester	14	–	–	330	229	86	–	–	–	2	2	20	164	173	195	166	361
Derby	1	–	–	16	16	6	–	–	–	–	–	16	22	26	42	22	64
Lancaster	12	–	–	1,409	797	226	–	–	–	–	–	38	1,222	463	501	1,222	1,723
Middlesex	1	–	–	15	6	6	–	–	–	–	–	–	18	6	6	18	24
Nottingham	1	–	–	34	33	–	–	–	–	–	–	9	31	37	46	31	77
Norfolk	4	–	–	289	244	482	–	–	–	–	–	8	239	47	55	239	294
Somerset	1	–	–	37	24	–	10	–	–	–	–	1	44	3	4	44	48
Stafford	1	–	–	20	10	4	–	–	–	–	–	3	6	7	10	6	16
Surrey	1	–	–	64	23	10	–	–	–	–	–	–	51	23	23	51	74
Warwick	277	–	–	1,249	1,019	181	–	1	2	–	1	99	1,192	967	1,867	1,195	2,262
York	1	–	–	26	12	14	–	–	–	–	–	–	30	4	4	30	34
	314	–	–	3,489	2,413	1,015	10	1	2	2	3	194	3,019	1,756	1,953	3,024	4,977
Factories employed in Spinning and Weaving:																	
Chester	9	35,517	5,847	1,031	568	374	10	2	26	17	39	74	901	483	576	966	1,542
Derby	8	14,698	3,042	404	281	177	–	–	–	10	64	81	659	359	450	723	1,173
Devon	1	4,232	–	99	99	–	30	–	–	–	–	–	–	–	–	–	–
Essex	1	77,543	–	728	568	83	26	–	–	38	132	32	1,513	136	206	1,645	1,851
Lancaser	8	46,347	4,510	2,782	1,264	377	–	–	–	80	385	173	2,182	832	1,085	2,567	3,652

Norfolk	6	95,955	8,594	1,247	602	231	–	–	–	1	114	11	2,064	179	191	2,178	2,369
Nottingham	2	2,520	467	77	71	27	–	–	–	–	8	9	180	94	103	188	291
Stafford	7	11,680	3,008	169	96	90	–	1	–	3	29	103	463	250	357	492	849
Somerset	2	13,180	- -	145	145	72	10	–	–	–	43	–	300	33	33	343	376
Warwick	7	722	- -	159	110	18	–	–	–	–	–	1	66	108	109	66	175
Wilts	2	5,888	1,422	4,085	–	–	40	–	–	–	–	15	460	46	61	460	521
York	1	22,340	- -	96	48	30	180	17	8	11	15	39	69	81	148	92	240
	54	330,622	26,890	11,022	3,852	1,479	296	20	34	160	829	538	8,857	2,601	3,319	9,720	13,039
FACTORIES not included in either of the above Descriptions:																	
Bucks	1	- -	- -	-	–	4	–	–	–	–	–	2	59	14	16	59	75
Chester	8	- -	- -	–	–	31	4	–	–	–	–	5	88	135	140	88	228
Derby	1	- -	- -	–	–	10	–	–	–	–	–	2	150	19	21	150	171
Essex	1	- -	- -	–	–	8	–	–	–	–	–	–	69	66	66	69	135
Lancaster	1	- -	- -	–	–	1	–	–	–	–	7	–	–	–	–	7	7
Middlesex	6	- -	- -	–	–	31	–	–	–	–	–	37	68	57	94	68	162
Norfolk	1	- -	- -	–	–	2	–	–	–	–	–	2	25	1	3	25	28
Nottingham	3	- -	- -	–	–	42	–	–	–	–	2	9	37	21	30	39	69
York	1	- -	- -	–	–	6	–	–	–	–	–	10	44	7	17	44	61
	23	- -	- -	–	–	135	4	–	–	–	9	67	540	320	387	549	936
TOTAL of SILK FACTORIES	587	968,182	180,226	14,511	6,265	5,886	649	311	453	984	3,002	2,485	24,686	8,035	11,815	28,141	39,956

RETURN OF COTTON FACTORIES.

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	In Woollen and Shoddy Mills.				Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							No. of Billy Spindles.	No. of Condensers.	No. of Gigs.	No. of Fulling Stocks.	Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																				
Aberdeen	1	–	–	–	–	–	–	–	–	–	180	–	–	–	20	473	55	75	473	548
Dumfries	1	–	17,000	–	–	–	–	–	–	–	60	30	–	–	17	45	42	59	45	104
Lanark	20	64	492,084	42,014	–	–	–	–	–	–	2,851	500	36	152	172	3,296	602	810	3,448	4,258
Linlithgow	1	–	20,408	–	–	–	–	–	–	–	75	18	–	–	9	97	13	22	97	119
Perth	1	31	16,224	–	–	–	–	–	–	–	–	200	12	12	20	122	20	52	134	186
Renfrew	20	10	242,520	132,784	–	–	–	–	–	–	4,186	325	48	36	249	4,144	1,033	1,330	4,180	5,510
Stirling	3	13	30,722	126	–	–	–	–	–	–	92	135	2	4	13	146	71	86	150	236
	47	118	818,958	174,924	–	–	–	–	–	–	7,444	1,208	98	204	500	8,323	1,836	2,434	8,527	10,961
Factories employed in Weaving:																				
Aberdeen	1	–	–	–	76	50	–	–	–	–	20	–	–	–	2	100	6	8	100	108
Ayr	3	–	–	–	880	559	–	–	–	–	150	–	–	–	22	738	38	60	738	798
Dumfries	1	–	–	–	155	68	–	–	–	–	40	–	–	2	16	61	16	32	63	95
Fife	2	–	–	–	343	222	–	–	–	–	75	–	–	2	7	269	42	49	271	320
Forfar	1	–	–	–	400	195	–	–	–	–	85	–	6	32	21	306	93	120	338	458
Lanark	46	–	–	–	16,361	8,488	–	–	–	–	3,040	–	1	–	291	11,366	1,797	2,089	11,366	13,455
Renfrew	6	–	–	–	2,479	1,336	–	–	–	–	346	–	–	–	64	1,498	175	239	1,498	1,737
	60	–	–	–	20,694	10,918	–	–	–	–	3,756	–	7	36	423	14,338	2,167	2,597	14,374	16,971
Factories employed in Spinning and Weaving:																				
Ayr	1	55	19,152	–	520	273	–	–	–	–	200	200	44	48	36	449	104	184	497	681
Bute	1	–	26,000	–	390	216	–	–	–	–	100	–	–	–	49	296	41	90	296	386
Lanark	11	84	441,928	2,342	7,645	4,047	–	–	–	–	5,535	180	4	5	141	7,282	941	1,086	7,287	8,373
Perth	1	–	18,000	–	400	184	–	–	–	–	–	320	18	18	50	360	105	173	378	551
Renfrew	4	–	73,508	8,862	2,215	558	–	–	–	–	1,420	45	–	–	70	1,391	165	235	1,391	1,626
	18	139	578,588	11,204	11,170	5,278	–	–	–	–	7,255	745	66	71	346	9,778	1,356	1,768	9,849	11,617

Factories not included in either of the above Descriptions:																				
Ayr	4	–	–	–	–	–	–	–	–	–	34	8	25	–	44	55	39	108	55	163
Lanark	2	2	–	–	–	–	–	–	–	–	20	–	–	–	–	85	12	12	85	97
	6	2	–	–	–	–	–	–	–	–	54	8	25	–	44	140	51	120	140	260
Total of Cotton Factories	131	259	1,397,546	186,128	31,864	16,196	–	–	–	–	18,509	1,961	196	311	1,313	32,579	5,410	6,919	32,890	39,809

RETURN OF WOOLLEN FACTORIES.

Factories employed in Spinning:																				
Aberdeen	2	–	4,212	564	–	–	2,196	4	2	3	12	72	5	4	17	53	38	60	57	117
Ayr	9	4	3,446	692	–	–	1,768	–	7	4	125	81	–	–	19	119	55	74	119	193
Berwick	1	1	150	–	–	–	80	–	–	–	–	10	–	–	2	–	4	6	–	6
Clackmannan	9	11	35,956	790	–	–	703	73	1	2	178	57	–	–	136	218	101	237	218	455
Dumfries	1	–	1,400	400	–	–	144	–	–	–	10	20	–	–	8	2	15	23	2	25
Kincardine	2	–	1,318	43	–	–	184	–	–	–	–	14	–	–	6	6	9	15	6	21
Kinross	4	4	12,152	480	–	–	498	5	–	2	85	12	–	–	53	49	27	80	49	129
Kircudbright	2	4	7,200	–	–	–	60	–	–	–	20	20	–	–	10	12	11	21	12	33
Lanark	2	1	5,320	700	–	–	401	–	–	–	135	–	–	–	3	150	16	19	150	169
Peebles	2	–	6,630	326	–	–	219	4	–	–	–	80	–	–	26	13	17	43	13	56
Perth	3	4	6,740	–	–	–	217	3	–	–	–	20	–	–	19	30	18	37	30	67
Roxburgh	4	4	10,966	888	–	–	840	4	1	4	87	149	–	–	26	48	59	85	48	133
Selkirk	3	4	8,692	150	–	–	242	6	–	–	30	24	2	–	24	10	22	48	10	58
Stirling	8	6	20,198	1,223	–	–	1,066	3	–	2	101	37	–	–	51	155	65	116	155	271
	52	43	124,380	6,256	–	–	8,618	102	11	17	783	596	7	4	400	865	457	864	869	1,733
Factories employed in Weaving:																				
Aberdeen	1	–	–	–	68	62	–	–	–	59	16	–	–	–	–	120	6	6	120	126
Ayr	2	–	–	–	77	26	–	–	–	–	22	–	–	–	2	89	11	13	89	102
Dumfries	5	–	–	–	36	36	–	–	3	10	61	9	–	–	6	70	46	52	70	122
Lanark	2	–	–	–	568	330	–	–	–	–	100	–	–	–	9	446	56	65	446	511
Peebles	2	–	–	–	32	32	–	–	1	2	12	40	–	–	2	46	17	19	46	65
Perth	1	–	–	–	100	54	–	–	–	8	16	–	2	2	5	92	59	66	94	160
Selkirk	3	–	–	–	44	44	–	–	2	7	44	–	–	–	13	79	80	93	79	172
Stirling	1	–	–	–	16	16	–	–	–	–	28	–	–	–	12	30	45	57	30	87
	17	–	–	–	941	600	–	–	6	86	299	49	2	2	49	972	320	371	974	1,345

RETURN OF WOOLLEN FACTORIES—*continued.*

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Loo s .	No. of Power Loom Weavers.	In Woollen and Shoddy Mills.				Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							No. of Billy Spindles.	No. of Con-densers.	No. of Gigs.	No. of Full-ing Stocks.	Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning and Weaving:																				
Aberdeen	17	–	16,290	434	233	227	1,110	4	9	11	90	448	–	2	131	450	199	330	452	782
Ayr	6	11	2,942	398	47	42	900	–	2	4	114	78	–	–	55	158	202	257	158	415
Banff	5	–	2,906	240	26	24	182	2	2	6	80	29	1	–	15	93	37	53	93	146
Berwick	2	1	2,452	–	24	22	70	3	1	3	–	30	–	–	8	30	21	29	30	59
Clackmannan	7	–	26,160	1,400	293	321	2,232	3	5	14	294	15	–	–	155	746	489	644	746	1,390
Dumfries	6	18	3,514	3,674	194	168	2,820	–	11	28	415	22	–	–	167	551	373	540	551	1,091
Edinburgh	2	3	2,120	300	–	–	258	–	1	2	8	17	–	–	14	11	21	35	11	46
Elgin	3	4	2,920	252	26	27	542	–	2	6	46	36	2	–	20	57	45	67	57	124
Fife	2	2	2,608	80	39	33	281	–	1	5	–	34	–	–	9	49	20	29	49	78
Forfar	1	–	180	30	–	–	72	–	–	1	–	6	–	–	–	–	3	3	–	3
Haddington	1	–	200	–	–	–	90	–	–	1	6	–	–	–	–	–	4	4	–	4
Inverness	3	3	2,132	556	11	11	400	–	2	5	16	39	–	–	22	72	57	79	72	151
Kincardine	4	2	522	36	–	–	216	–	–	3	–	21	–	–	–	7	13	13	7	20
Kircudbright	2	9	9,590	600	66	66	–	–	4	6	50	8	–	–	54	235	96	150	235	385
Peebles	5	12	13,200	2,800	181	158	210	11	4	14	94	120	4	4	55	305	215	274	309	583
Perth	10	3	5,840	–	33	127	1,164	–	–	6	20	117	4	–	23	61	89	116	61	177
Renfrew	1	–	432	24	8	4	120	–	1	3	–	18	–	–	1	20	26	27	20	47
Ross	2	1	124	–	2	–	–	–	–	2	–	3	–	–	5	–	8	13	–	13
Roxburgh	13	17	43,188	7,092	361	340	3,666	21	16	41	390	302	–	–	234	854	559	793	854	1,647
Selkirk	15	12	56,354	11,740	492	483	1,509	41	24	76	561	213	9	2	305	1,238	912	1,226	1,240	2,466
Stirling	5	5	23,979	1,654	419	255	5,097	3	2	13	362	50	–	–	140	920	471	611	920	1,531
Sutherland	1	–	147	–	1	1	50	–	1	1	–	7	–	–	1	1	5	6	1	7
Wigton	2	–	888	–	21	19	588	1	1	2	–	35	–	–	5	43	12	17	43	60
	115	103	218,688	31,308	2,477	2,328	21,577	89	89	253	2,546	1,648	20	8	1,419	5,901	3,877	5,316	5,909	11,225
Factories not included in either of the above Descriptions:																				
Aberdeen	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	1	1	2
Perth	1	–	–	–	–	–	–	–	–	–	50	–	–	–	9	212	198	207	212	419
Renfrew	1	–	–	–	–	–	–	–	–	–	–	20	–	–	4	28	4	8	28	36
	3	–	–	–	–	–	–	–	–	–	50	20	1	1	13	240	202	216	241	457
Total of Wool Factories	193	146	343,068	37,564	3,418	2,928	30,195	191	106	356	3,678	2,264	30	15	1,881	7,978	4,856	6,767	7,993	14,760

RETURN OF WORSTED FACTORIES.

Factories employed in Spinning:																				
Aberdeen	3	2	9,168	3,318	–	–	–	4	–	2	230	44	–	–	54	433	245	299	433	732
Ayr	3	9	6,120	1,648	–	–	–	–	–	–	148	8	–	1	3	324	59	62	325	387
Lanark	1	6	11,528	4,244	–	–	180	–	–	–	394	–	–	–	–	543	78	78	543	621
Perth	1	2	6,600	3,200	–	–	–	–	–	–	180	40	20	20	75	130	60	155	150	305
Renfrew	1	3	8,462	896	–	–	–	–	–	–	120	110	–	–	6	297	50	56	297	353
	9	22	41,878	13,306	–	–	180	4	–	2	1,072	202	20	21	138	1,727	492	650	1,748	2,398
Factories employed in Weaving:																				
Edinburgh	2	–	–	–	71	66	–	–	–	–	32	26	–	–	14	190	132	146	190	336
Lanark	2	–	–	–	36	24	–	–	–	–	51	–	–	–	83	167	416	499	167	666
	4	–	–	–	107	90	–	–	–	–	83	26	–	–	94	357	548	645	357	1,002
Factories employed in Spinning and Weaving:																				
Aberdeen	1	1	300	18	3	3	80	–	1	1	–	8	–	–	2	6	6	8	6	14
Total of Worsted Factories	14	23	42,178	13,324	110	93	260	4	1	3	1,155	236	20	21	234	2,090	1,046	1,303	2,111	3,414

RETURN OF FLAX FACTORIES.

Factories employed in Spinning:																				
Ayr	3	4	6,188	4,814	–	–	–	–	–	–	170	–	–	–	118	586	194	312	586	898
Edinburgh	1	–	728	–	–	–	–	–	–	–	15	20	–	–	7	58	16	23	58	81
Fife	18	9	40,921	–	–	–	–	–	–	–	693	243	80	138	242	1,780	367	689	1,918	2,607
Forfar	15	–	63,474	520	–	–	–	–	–	–	2,209	58	16	72	605	2,934	578	1,199	3,006	4,205
Kincardine	5	–	2,650	20	–	–	–	–	–	–	47	77	2	–	9	88	10	21	88	109
Perth	9	2	8,712	–	–	–	–	–	–	–	95	218	31	31	85	329	98	214	360	574
Renfrew	1	–	2,700	1,000	–	–	–	–	–	–	40	30	–	–	50	150	50	100	150	250
	52	15	125,373	6,354	–	–	–	–	–	–	3,269	646	129	241	1,116	5,925	1,313	2,558	6,166	8,721

RETURN OF FLAX FACTORIES—*continued.*

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	In Woollen and Shoddy Mills.			Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
							No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Weaving:																			
Ayr	1	–	–	–	7	3	–	–	–	1	–	–	–	–	4	2	2	4	6
Edinburgh	2	–	–	–	40	26	–	–	–	18	–	–	–	1	41	12	13	41	54
Fife	24	–	–	–	3,429	2,100	–	–	–	664	–	–	25	84	2,620	507	591	2,645	3,236
Forfar	27	–	–	–	3,514	2,720	–	–	–	961	–	–	6	200	5,664	1,016	1,216	5,670	6,886
Kinross	1	–	–	–	100	60	–	–	–	–	16	–	–	1	87	12	13	87	100
Perth	3	–	–	–	490	309	–	–	–	48	26	–	–	19	470	61	80	470	550
	58	–	–	–	7,580	5,218	–	–	–	1,692	42	–	31	305	8,886	1,610	1,915	8,917	10,832
Factories employed in Spinning and Weaving:																			
Aberdeen	1	–	18,990	296	487	487	–	–	–	300	–	–	–	36	1,913	408	444	1,913	2,357
Fife	4	20	11,633	188	945	1,118	–	–	–	385	130	–	–	95	1,389	258	353	1,389	1,742
Forfar	15	116	95,244	1,134	3,733	2,738	–	–	–	5,204	13	367	583	1,566	9,377	3,204	5,137	9,960	15,097
Renfrew	2	–	4,988	20	240	173	–	–	–	460	–	–	–	54	798	333	387	798	1,185
	22	136	130,855	1,638	5,405	4,516	–	–	–	6,349	143	367	583	1,751	13,477	4,203	6,321	14,060	20,381
Factories not included in either of the above Descriptions:																			
Forfar	2	–	–	–	–	–	–	–	–	20	3	–	–	16	12	55	71	12	83
Total of Flax Factories	134	151	256,228	7,992	12,985	9,734	–	–	–	11,330	834	496	855	3,188	28,300	7,181	10,865	29,155	40,020

RETURN OF HEMP FACTORIES.

Factories employed in Spinning;																			
Lanark - - - - -	2	9	32	–	–	–	–	–	–	28	–	–	–	3	23	4	7	23	30
Factories employed in Spinning and Weaving:																			
Fife - - - - - -	1	2	1,236	436	32	58	–	–	–	70	–	–	–	24	114	86	110	172	282
Forfar - - - - -	1	–	1,108	12	23	23	–	–	–	155	–	–	–	18	133	29	47	133	180
	2	2	2,344	448	55	81	–	–	–	225	–	–	–	42	247	115	157	305	462
Total of Hemp Factories - -	4	11	2,376	448	55	81	–	–	–	253	–	–	–	45	270	119	164	328	492

RETURN OF JUTE FACTORIES.

Factories employed in Spinning:																			
Forfar - - - - -	4	–	7,623	436	–	–	–	–	–	455	120	35	10	106	590	129	270	600	870
Perth - - - - -	1	–	1,442	–	–	–	–	–	–	–	70	7	5	18	56	20	45	61	106
	5	–	9,065	436	–	–	–	–	–	455	190	42	15	124	646	149	310	661	976
Factories employed in Weaving:																			
Forfar - - - - -	2	–	–	–	93	93	–	–	–	26	–	–	–	1	136	141	142	136	278
Factories employed in Spinning and Weaving;																			
Forfar - - - - -	20	29	48,392	1,488	1,882	1,417	–	–	–	3,099	–	161	312	769	4,649	1,166	2,096	4,961	7,057
Lanark - - - - -	2	14	12,744	–	653	650	–	–	–	2,000	–	–	–	159	2,694	318	477	2,694	3,171
Renfrew - - - - -	1	–	2,346	–	160	166	–	–	–	320	50	–	–	8	581	51	59	581	640
	23	43	63,482	1,488	2,695	2,233	–	–	–	5,419	50	161	312	936	7,924	1,535	2,632	8,236	10,868
Factories not included in either of the above Descriptions:																			
Perth - - - - - -	1	–	–	–	–	–	–	–	–	–	–	–	–	–	5	–	–	5	5
Total of Jute Factories - -	31	43	72,547	1,924	2,788	2,326	–	–	–	5,900	240	203	327	1,061	8,711	1,825	3,089	9,038	12,127

RETURN OF HORSEHAIR FACTORIES.

COUNTIES.	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	In Woollen and Shoddy Mills.			Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Steam.	Water.	M.	F.				M.	F.	M. & F.
Ayr - - - - - -	1	–	–	–	–	–	–	–	–	8	–	1	–	2	6	1	4	6	10
Lanark - - - - -	1	–	20	–	–	–	–	–	–	25	–	–	–	–	260	13	13	260	273
TOTAL of HORSEHAIR FACTORIES -	2	–	20	–	–	–	–	–	–	33	–	1	–	2	266	14	17	266	283

RETURN OF HOSIERY FACTORIES.

COUNTY.	No. of Factories.	No. of Hand Frames.	No. of Heads of Circular Frames.	No. of Feeders on this No. of Heads.	No. of Flat Frames moved by Power.	No. of Inches of the Same.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Roxburgh - - - -	2	41	3	18	61	3,334	10	–	–	–	12	66	63	75	66	141

RETURN OF SILK FACTORIES.

COUNTY.	No. of Factories.	No. of Spinning or Throwing Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 11 Years of Age.		No. of Children between 11 and 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
						Steam.	Water.	M.	F.	M.	F.				M.	F.	M. & F.
FACTORIES employed in SPINNING and WEAVING:																	
Lanark - - - - -	2	9,986	1,312	108	58	–	–	–	–	–	135	12	433	41	53	568	621

RETURN OF COTTON FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
						Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:															
Antrim	2	73,168	–	–	–	270	25	–	–	56	364	69	125	364	489
Dublin	1	7,408	210	–	–	50	–	–	–	10	100	10	20	100	120
	3	80,576	210	–	–	320	25	–	–	66	464	79	145	464	609
Factories employed in Weaving:															
Antrim	2	–	–	420	210	85	–	–	–	7	326	35	42	326	368
Dublin	1	–	–	556	334	50	30	–	–	37	438	85	122	438	560
Louth	2	–	–	800	293	300	–	–	–	111	601	148	259	601	860
Tyrone	1	–	–	36	18	6	–	–	–	3	9	11	14	9	23
	6	–	–	1,812	855	441	30	–	–	158	1,374	279	437	1,374	1,811
Factories employed in Spinning and Weaving:															
Waterford	1	43,092	161	844	448	320	200	86	38	153	816	536	775	854	1,629
Wexford	1	572	–	90	23	–	30	–	–	–	35	11	11	35	46
	2	43,664	161	934	471	320	230	86	38	153	851	547	786	889	1,675
Factories not included in either of the above Descriptions:															
Cork	2	–	–	–	–	40	110	–	–	10	22	76	86	22	108
Total of Cotton Factories	13	124,240	371	2,746	1,326	1,121	395	86	38	387	2,711	981	1,454	2,749	4,203

RETURN OF WOOLLEN FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Gigs.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																
Fermanagh	1	432	–	–	–	–	–	9	–	–	4	6	16	20	6	26
Kilkenny	5	1,184	–	–	–	2	–	52	–	–	1	36	38	39	36	75
Queen's County	1	–	–	–	–	–	–	5	–	–	4	5	–	4	5	9
	7	1,616	–	–	–	2	–	66	–	–	9	47	54	63	47	110
Factories employed in Spinning and Weaving:																
Cork	11	6,410	920	21	21	5	28	141	–	–	52	203	103	155	203	358
Down	1	2,660	–	25	25	–	3,916	691	83	159	1,071	6,006	1,982	3,136	6,165	9,301
Dublin	8	6,020	60	53	41	9	55	186	–	–	13	110	88	101	110	211
Kildare	2	610	20	6	7	3	–	60	–	–	5	22	26	31	22	53
Meath	3	980	–	6	6	1	–	120	–	–	16	34	61	77	34	111
Queen's County	1	–	–	3	3	1	8	25	–	–	5	10	25	30	10	40
Tipperary	3	1,220	–	16	15	1	14	53	–	–	2	52	51	53	52	105
Waterford	2	2,200	200	52	45	2	20	35	3	–	14	51	35	52	51	103
Westmeath	2	840	–	22	16	2	20	18	1	3	7	12	23	31	15	46
Wexford	4	1,020	–	11	12	–	14	4	–	–	11	23	8	19	23	42
	37	21,960	1,200	215	191	24	4,075	1,333	87	162	1,196	6,523	2,402	3,685	6,685	10,370
Factories not included in either of the above Descriptions:																
Dublin	1	1,200	–	–	–	–	–	6	–	–	–	2	1	1	2	3
Total of Woollen Factories	45	23,576	1,200	215	191	26	4,075	1,339	87	162	1,205	6,572	2,457	3,749	6,734	10,483

RETURN OF WORSTED FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Gigs.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																
Dublin	1	1,624	–	–	–	–	–	30	–	–	3	45	8	11	45	56
Queen's County	1	384	–	–	–	–	–	16	–	–	2	13	1	3	13	16
Total of Worsted Factories	2	2,008	–	–	–	–	–	46	–	–	5	58	9	14	58	72

RETURN OF FLAX FACTORIES.

Factories employed in Spinning:																
Antrim	29	332,397	1,726	–	–	–	7,097	747	149	319	1,802	9,720	2,868	4,819	10,039	14,858
Armagh	6	15,646	–	–	–	–	600	83	–	–	138	889	197	335	889	1,224
Cork	2	18,648	–	–	–	–	546	–	–	–	75	708	157	232	708	940
Donegal	1	7,666	–	–	–	–	100	30	–	–	56	233	105	161	233	394
Down	14	116,272	9,206	–	–	–	2,719	495	80	147	841	4,250	1,472	2,393	4,397	6,790
Dublin	1	1,856	–	–	–	–	–	100	–	–	8	41	22	30	41	71
Kildare	2	26,656	–	–	–	–	58	80	12	18	109	478	149	270	496	766
Londonderry	2	3,482	–	–	–	–	110	10	–	–	21	232	52	73	232	305
Louth	3	10,750	–	–	–	–	260	–	–	–	57	349	152	209	349	558
Monaghan	1	4,044	–	–	–	–	80	50	–	–	27	136	52	79	136	215
Tyrone	7	34,852	20	–	–	–	595	965	19	32	247	1,427	447	713	1,459	2,172
	68	572,769	10,952	–	–	–	12,165	2,560	260	516	3,381	18,463	5,673	9,314	18,979	28,293
Factories employed in Weaving;																
Antrim	13	–	–	3,200	1,644	–	771	130	–	–	79	2,398	368	447	2,398	2,845
Armagh	11	–	–	1,494	1,171	–	326	62	–	–	263	1,325	393	656	1,325	1,981
Down	8	–	–	602	383	–	377	40	–	–	46	542	124	170	542	712
Dublin	1	–	–	28	12	–	20	16	–	–	1	17	4	5	17	22
Londonderry	2	–	–	204	148	–	81	–	–	–	10	226	33	43	226	269
Louth	1	–	–	–	24	–	60	–	–	–	3	34	9	12	34	46
Tyrone	4	–	–	498	298	–	129	10	–	–	65	428	99	164	428	592
Waterford	1	–	–	130	106	–	–	50	–	–	12	202	12	24	202	226
	41	–	–	6,156	3,786	–	1,764	308	–	–	479	5,172	1,042	1,521	5,172	6,693
Factories employed in Spinning and Weaving:																
Antrim	14	241,034	–	4,841	2,517	–	4,246	90	34	408	1,020	10,373	2,346	3,400	10,781	14,181
Armagh	5	39,404	–	926	654	–	2,065	272	26	69	449	2,337	1,028	1,503	2,406	3,909
Down	2	24,254	–	328	228	–	746	134	3	12	138	1,057	233	374	1,069	1,443
Galway	1	200	–	11	11	–	–	40	–	–	2	40	6	8	40	48
Louth	1	11,836	–	239	268	–	350	–	–	–	118	655	83	201	655	856
Monaghan	1	1,156	–	56	56	–	100	60	–	–	44	116	64	108	116	224
Tipperary	1	3,120	300	412	334	–	90	–	20	26	161	587	96	277	613	890
Waterford	1	500	–	–	–	–	40	–	–	–	2	207	9	11	207	218
	26	321,504	300	6,813	4,068	–	7,637	596	83	515	1,934	15,372	3,865	5,882	15,887	21,769
Factories not included in either of the above Descriptions:																
Armagh	5	–	–	–	–	–	17	–	–	–	13	123	27	40	123	163
Down	3	–	–	–	–	–	12	2	–	–	5	107	20	25	107	132
	8	–	–	–	–	–	29	2	–	–	18	230	47	65	230	295
Total of Flax Factories	143	894,273	11,252	12,969	7,854	–	21,595	3,466	343	1,031	5,812	39,237	10,627	16,782	40,268	57,050

RETURN OF HEMP FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
						Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:															
Antrim	2	4,984	–	–	–	54	–	–	–	28	256	28	56	256	312
Down	1	40	–	–	–	12	–	–	–	27	16	57	84	16	100
Total of Hemp Factories	3	5,024	–	–	–	66	–	–	–	55	272	85	140	272	412

RETURN OF JUTE FACTORIES.

Factories employed in Weaving:															
Antrim	1	–	–	–	40	40	15	–	–	–	53	28	28	53	81
Factories employed in Spinning and Weaving:															
King's County	1	–	48	720	29	27	–	100	–	–	20	82	182	20	202
Total of Jute Factories	2	–	48	720	69	67	15	100	–	–	73	110	210	73	283

RETURN OF HOSIERY FACTORIES.

COUNTIES.	No. of Factories.	No. of Hand Frames.	No. of Heads of Circular Frames.	No. of Feeders on this No. of Heads.	No. of Flat Frames moved by Power.	No. of Inches of the same.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Westmeath	1	15	14	25	–	–	4	–	–	–	–	16	4	4	16	20

RETURN OF SILK FACTORIES.

COUNTIES.	No. of Factories.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
						Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Weaving:															
Dublin	2	–	–	6	6	11	–	–	–	11	131	298	309	131	440

SUMMARY OF COTTON FACTORIES.

	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles or Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
										Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																			
England and Wales - -	1,041	5,362	14,827,226	1,648,576	–	–	21,596	–	–	93,288	4,609	7,995	5,316	10,849	38,470	29,420	48,264	43,786	92,050
Scotland - - - -	47	118	818,958	174,924	–	–	–	–	–	7,444	1,208	98	204	500	8,323	1,836	2,434	8,527	10,961
Ireland - - - -	3	–	80,576	210	–	–	–	–	–	320	25	–	–	66	464	79	145	464	609
	1,091	5,480	15,726,760	1,823,710	–	–	21,596	–	–	101,052	5,842	8,093	5,520	11,415	47,257	31,335	50,843	52,777	103,620
Factories employed in Weaving:																			
England and Wales - -	632	–	- -	- -	137,892	53,663	–	–	–	15,367	460	3,077	3,493	5,131	42,508	18,680	26,888	46,001	72,889
Scotland - - - -	60	–	- -	- -	20,694	10,918	–	–	–	3,756	–	7	36	423	14,338	2,167	2,597	14,374	16,971
reland - - - -	6	–	- -	- -	1,812	855	–	–	–	441	30	–	–	158	1,374	279	437	1,374	1,811
	698	–	- -	- -	160,398	65,436	–	–	–	19,564	490	3,084	3,529	5,712	58,220	21,126	29,922	61,749	91,671
Factories employed in Spinning and Weaving:																			
England and Wales - -	630	2,915	15,651,002	371,829	206,827	80,598	11,222	–	–	61,657	2,539	10,858	10,229	16,405	101,555	49,079	76,342	111,784	188,126
Scotland - - - -	18	139	578,588	11,204	11,170	5,278	–		–	7,255	745	66	71	346	9,778	1,356	1,768	9,849	11,617
Ireland - - - -	2	–	43,664	161	934	471	–	–	–	320	230	86	38	153	851	547	786	889	1,675
	650	3,054	16,273,254	383,194	281,931	86,347	11,222	–	–	69,232	3,514	11,010	10,338	16,904	112,184	50,982	78,896	122,522	201,418
Factories not included in either of the above Descriptions:																			
England and Wales - -	102	5	- -	8,327	–	–	–	–	–	1,091	65	32	43	239	2,782	891	1,162	2,825	3,987
Scotland - - - -	6	2	- -	- -	–	–	–	–	–	54	8	25	–	44	140	51	120	140	260
Ireland - - - -	2	–	- -	- -	–	–	–	–	–	40	110	–	–	10	22	76	86	22	108
	110	7	- -	8,327	–	–	–	–	–	1,185	183	57	43	293	2,944	1,018	1,368	2,987	4,350
Total of Cotton Factories:																			
England and Wales - -	2,405	8,282	30,478,228	2,028,732	344,719	134,261	32,818	–	–	171,403	7,673	21,962	19,081	32,624	185,315	98,070	152,656	204,396	357,052
Scotland - - - -	131	259	1,397,546	186,128	31,864	16,196	–	–	–	18,509	1,961	196	311	1,313	32,579	5,410	6,919	32,890	39,809
Ireland - - - -	13	–	124,240	371	2,746	1,326	–	–	–	1,121	395	86	38	387	2,711	981	1,454	2,749	4,203
Total - - -	2,549	8,541	32,000,014	2,215,231	379,329	151,783	32,818	–	–	191,033	10,029	22,244	19,430	34,324	220,605	104,461	161,029	240,035	401,064

SUMMARY OF WOOLLEN FACTORIES.

	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles.	No. of Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
											Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																				
England and Wales	549	131	714,596	73,127	–	–	84,182	282	181	752	9,094	2,207	710	651	2,299	6,192	6,658	9,667	6,843	16,510
Scotland	52	43	124,380	6,256	–	–	8,618	102	11	17	783	596	7	4	400	865	457	864	869	1,733
Ireland	7	–	1,616	–	–	–	–	–	2	–	–	66	–	–	9	47	54	63	47	110
	608	174	840,592	79,383	–	–	92,800	384	194	769	9,877	2,869	717	655	2,708	7,104	7,169	10,594	7,759	18,353
Factories employed in Weaving:																				
England and Wales	42	14	–	–	2,163	1,308	1	–	19	14	497	14	31	10	124	1,206	913	1,068	1,216	2,284
Scotland	17	–	–	–	941	600	–	–	6	86	299	49	2	2	49	972	320	371	974	1,345
Ireland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	59	14	–	–	3,104	1,908	1	–	25	100	796	63	33	12	173	2,178	1,233	1,439	2,190	3,629
Factories employed in Spinning and Weaving:																				
England and Wales	635	620	3,108,320	55,147	40,408	28,843	957,170	887	1,560	2,439	22,097	4,967	2,704	2,174	7,167	38,036	25,578	35,449	40,210	75,659
Scotland	115	103	218,688	31,308	2,477	2,328	21,577	89	89	253	2,546	1,648	20	8	1,419	5,901	3,877	5,316	5,909	11,225
Ireland	37	–	21,960	1,200	215	191	–	–	24	–	4,075	1,333	87	162	1,196	6,523	2,402	3,685	6,685	10,370
	787	723	3,348,968	87,655	43,100	31,362	978,747	976	1,673	2,692	28,718	7,948	2,811	2,344	9,782	50,460	31,857	44,450	52,804	96,254
Factories employed in Finishing:																				
England and Wales	130	–	–	–	–	–	610	7	772	153	1,799	284	169	14	1,120	532	3,325	4,614	546	5,160
Scotland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	130	–	–	–	–	–	610	7	772	153	1,799	284	169	14	1,120	532	3,325	4,614	546	5,160
Factories not included in either of the above Descriptions:																				
England and Wales	64	198	–	–	–	–	4,015	2	1	165	1,393	154	10	–	182	822	1,311	1,503	822	2,325
Scotland	3	–	–	–	–	–	–	–	–	–	50	20	1	1	13	240	202	216	241	457
Ireland	1	–	–	–	–	–	–	–	–	–	–	6	–	–	–	2	1	1	2	3
	68	198	–	–	–	–	4,015	2	1	165	1,443	180	11	1	195	1,064	1,514	1,720	1,065	2,785
Total of Woollen Factories:																				
England and Wales	1,420	963	3,822,916	128,274	42,571	30,151	1,045,978	1,178	2,533	3,523	34,880	7,626	3,624	2,849	10,892	46,788	37,785	52,301	49,637	101,938
Scotland	193	146	343,068	37,564	3,418	2,928	30,195	191	106	356	3,678	2,264	30	15	1,881	7,978	4,856	6,767	7,993	14,760
Ireland	45	–	23,576	1,200	215	191	–	–	26	–	4,075	1,339	87	162	1,205	6,572	2,457	3,749	6,734	10,483
Total	1,658	1,109	4,189,560	167,038	46,204	33,270	1,076,173	1,369	2,665	3,879	42,633	11,229	3,741	3,026	13,978	61,338	45,098	62,817	64,364	127,181

SUMMARY OF SHODDY FACTORIES.

England and Wales - -	104	35	73,109	4,228	995	793	23,953	30	88	79	1,525	130	140	72	293	1,579	1,103	1,536	1,651	3,187
Scotland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL - - -	104	35	73,109	4,228	995	793	23,953	30	88	79	1,525	130	140	72	293	1,579	1,103	1,536	1,651	3,187

SUMMARY OF WORSTED FACTORIES.

FACTORIES employed in SPINNING:																				
England and Wales - -	293	519	1,162,513	220,589	–	–	6,397	–	–	–	19,199	692	5,796	8,341	4,490	17,975	6,381	16,667	26,316	42,983
Scotland - - - -	9	22	41,878	13,306	–	–	180	4	–	2	1,072	202	20	21	138	1,727	492	650	1,748	2,398
Ireland - - - -	2	–	2,008	- -	–	–	–	–	–	–	–	46	–	–	5	58	9	14	58	72
	304	541	1,206,399	233,895	–	–	6,577	4	–	2	20,271	940	5,816	8,362	4,633	19,760	6,882	17,331	28,122	45,453
FACTORIES employed in WEAVING:																				
England and Wales - -	213	30	- -	- -	26,008	11,893	–	–	–	–	4,445	148	196	87	1,151	11,440	4,727	6,074	11,527	17,601
Scotland - - - -	4	–	- -	- -	107	90	–	–	–	–	83	26	–	–	94	357	548	645	357	1,002
Ireland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	217	30	- -	- -	26,115	11,983	–	–	–	–	4,528	174	196	87	1,245	11,797	5,275	6,719	11,884	18,603
FACTORIES employed in SPINNING and WEAVING:																				
England and Wales -	165	420	924,511	114,450	45,548	19,562	8,960	–	35	20	19,316	880	5,522	6,086	3,708	39,067	12,306	21,536	45,153	66,689
Scotland - - -	1	1	300	18	3	3	80	–	1	1	–	8	–	–	2	6	6	8	6	14
Ireland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	166	421	924,811	114,468	45,551	19,565	9,040	–	36	21	19,316	888	5,522	6,086	3,710	39,073	12,312	21,544	45,159	66,703
FACTORIES not included in either of the above Descriptions:																				
England and Wales - -	16	46	62,000	- -	–	–	–	–	–	–	456	4	–	–	53	841	243	296	841	1,137
Scotland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland - - - -	–	–	—	—	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	16	46	62,000	- -	–	–	–	–	–	–	456	4	–	–	53	841	243	296	841	1,137
TOTAL of WORSTED FACTORIES:																				
England and Wales -	687	1,015	2,149,024	335,039	71,556	31,455	15,357	–	35	20	43,416	1,724	11,514	14,514	9,402	69,323	23,657	44,573	83,837	128,410
Scotland - - - -	14	23	42,178	13,324	110	93	260	4	1	3	1,155	236	20	21	234	2,090	1,046	1,303	2,111	3,414
Ireland - - - -	2	–	2,008	- -	–	–	–	–	–	–	–	46	–	–	5	58	9	14	58	72
TOTAL - - -	703	1,038	2,193,210	348,363	71,666	31,548	15,617	4	36	23	44,571	2,006	11,534	14,535	9,641	71,151	24,712	45,890	86,006	131,896

SUMMARY OF FLAX FACTORIES.

	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																
England and Wales - -	49	77	312,880	18,277	–	–	3,913	643	506	483	1,157	6,719	2,163	3,826	7,202	11,028
Scotland - - - -	52	15	125,373	6,354	–	–	3,269	646	129	241	1,116	5,925	1,313	2,558	6,166	8,724
Ireland - - - -	68	–	572,769	10,952	–	–	12,165	2,560	260	516	3,381	18,463	5,673	9,314	18,979	28,293
	169	92	1,011,022	35,583	–	–	19,347	3,849	895	1,240	6,654	31,107	9,149	15,698	32,347	48,045
Factories employed in Weaving:																
England and Wales - -	36	–	–	–	2,802	1,788	746	21	13	12	115	2,437	697	825	2,449	3,274
Scotland - - - -	58	–	–	–	7,580	5,218	1,692	42	—	31	305	8,886	1,610	1,915	8,917	10,832
Ireland - - - -	41	–	–	–	6,156	3,786	1,764	308	–	–	479	5,172	1,042	1,521	5,17	6,693
	135	–	–	–	16,538	10,792	4,202	371	13	43	899	16,495	3,349	4,261	16,538	20,799
Factories employed in Spinning and Weaving:																
England and Wales - -	30	–	124,543	18,268	2,284	1,281	3,719	354	444	480	398	4,437	1,306	2,148	4,917	7,065
Scotland - - - -	22	136	130,855	1,638	5,405	4,516	6,349	143	367	583	1,751	13,477	4,203	6,321	14,060	20,381
Ireland - - - -	26	–	320,504	500	6,813	4,068	7,637	596	83	515	1,934	15,372	3,865	5,882	15,887	21,769
	78	136	676,902	20,406	14,502	9,865	17,705	1,093	894	1,578	4,083	33,286	9,374	14,351	34,864	49,215
Factories not included in either of the above Descriptions:																
England and Wales - -	13	–	200	–	–	–	245	–	8	–	60	218	205	273	219	492
Scotland - - - -	2	–	–	–	–	–	20	3	–	–	16	12	55	71	12	83
Ireland - - - -	8	–	–	–	–	–	29	2	–	–	18	230	47	65	230	295
	23	–	200	–	–	–	294	5	8	–	94	460	307	409	461	870
Total of Flax Factories:																
England and Wales - -	128	77	437,623	56,545	5,086	3,069	8,623	1,018	971	976	1,730	13,811	4,371	7,072	14,787	21,859
Scotland - - - -	134	151	256,228	7,992	12,985	9,734	11,330	834	496	855	3,188	28,300	7,181	10,865	29,155	40,020
Ireland - - - -	143	–	894,273	11,252	12,969	7,854	21,595	3,466	343	1,031	5,812	39,237	10,627	16,782	40,268	57,050
Total - - -	405	228	1,588,124	55,789	31,040	20,657	41,548	5,318	1,810	2,862	10,730	81,348	22,179	34,719	84,210	118,929

SUMMARY OF HEMP FACTORIES.

	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		Number of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																
England and Wales	17	53	3,056	382	–	–	609	15	18	2	212	527	519	749	529	1,278
Scotland	2	9	32	–	–	–	28	–	–	–	3	23	4	7	23	30
Ireland	3	–	5,024	–	–	–	66	–	–	–	55	272	85	140	272	412
	22	62	8,112	382	–	–	703	15	18	2	270	822	608	896	824	1,720
Factories employed in Weaving:																
England and Wales	2	–	–	40	33	33	22	–	–	–	2	42	8	10	42	52
Scotland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	2	–	–	40	33	33	22	–	–	–	2	42	8	10	42	52
Factories employed in Spinning and Weaving:																
England	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scotland	2	2	2,344	448	55	81	225	–	–	–	42	247	115	157	305	462
Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	2	2	2,344	448	55	81	225	–	–	–	42	247	115	157	305	462
Total of Hemp Factories;																
England and Wales	19	53	3,056	422	33	33	631	15	18	2	214	569	527	759	571	1,330
Scotland	4	11	2,376	448	55	81	253	–	–	–	45	270	119	164	328	492
Ireland	3	–	5,024	–	–	–	66	–	–	–	55	272	85	140	272	412
Total	26	64	10,456	870	88	114	950	15	18	2	314	1,111	731	1,063	1,171	2,234

SUMMARY OF HORSEHAIR FACTORIES.

England and Wales	15	3	10	–	46	45	88	–	16	35	88	522	167	271	557	828
Scotland	2	–	20	–	–	–	33	–	1	–	2	266	14	17	266	283
Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	17	3	30	–	46	45	121	–	17	35	90	788	181	288	823	1,111

SUMMARY OF JUTE FACTORIES.

	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. & F.
Factories employed in Spinning:																
England and Wales	2	–	308	–	–	–	30	–	–	–	3	41	7	10	41	51
Scotland	5	–	9,065	436	–	–	455	190	42	15	124	646	149	310	661	976
Ireland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	7	–	9,373	436	–	–	485	190	42	15	127	687	156	320	702	1,027
Factories employed in Weaving:																
England and Wales	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Scotland	2	–	–	–	93	93	26	–	–	–	1	136	141	142	136	278
Ireland	1	–	–	–	–	40	40	15	–	–	–	53	28	28	53	81
	3	–	–	–	93	133	66	15	–	–	1	189	169	170	189	359
Factories employed in Spinning and Weaving:																
England and Wales	6	39	7,922	428	411	357	894	–	2	1	197	1,297	212	411	1,298	1,709
Scotland	23	43	63,482	1,488	2,695	2,233	5,419	50	161	312	936	7,924	1,535	2,632	8,236	10,868
Ireland	1	–	–	48	720	29	27	–	100	–	–	20	82	182	20	202
	30	82	71,404	1,964	3,826	2,619	6,340	50	263	313	1,133	9,241	1,829	3,225	9,554	12,779
Factories not included in either of the above Descriptions:																
England	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Scotland	1	–	–	–	–	–	–	–	–	–	–	5	–	–	5	5
Ireland	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	1	–	–	–	–	–	–	–	–	–	–	5	–	–	5	5
Total of Jute Factories:																
England and Wales	8	39	8,230	428	411	357	924	–	2	1	200	1,338	219	421	1,339	1,760
Scotland	31	43	72,547	1,924	2,788	2,326	5,900	240	203	327	1,061	8,711	1,825	3,089	9,038	12,127
Ireland	2	–	–	48	720	69	67	15	100	–	–	73	110	210	73	283
Total	41	82	80,777	2,400	3,919	2,752	6,891	255	305	328	1,261	10,122	2,154	3,720	10,450	14,170

SUMMARY OF ELASTIC FACTORIES.

England and Wales	45	–	3,036	540	1,443	1,314	817	–	2	5	496	1,629	1,689	2,187	1,634	3,821
Scotland	–	–	–	–	–	–	–	–	–	–	—	—	—	—	—	—
Ireland	–	–	–	–	–	–	–	–	–	–	—	—	—	—	—	—
TOTAL	45	–	3,036	540	1,443	1,314	817	–	2	5	496	1,629	1,689	2,187	1,634	3,821

SUMMARY OF FELT FACTORIES.

England and Wales	4	–	–	–	10	7	6	–	–	–	2	6	11	13	6	19
Scotland	–	–	–	–	–	–	–	–	–	–	—	—	—	—	—	—
Ireland	–	–	–	–	–	–	–	–	–	–	—	—	—	—	—	—
TOTAL	4	–	–	–	10	7	6				2	6	11	13	6	19

SUMMARY OF HOSIERY FACTORIES.

	No. of Factories.	No. of Hand Frames.	No. of Heads of Circular Frames.	No. of Feeders on this No. of Heads.	No. of Flat Frames Moved by Power.	No. of Inches of the Same.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
							Steam.	Water.	M.	F.				M.	F.	M. and F.
England and Wales	90	1,192	9,046	19,210	1,681	147,857	588	–	41	12	641	3,386	2,339	3,021	3,398	6,419
Scotland	2	41	3	18	61	3,334	10	–	–	–	12	66	63	75	66	141
Ireland	1	15	14	25	–	–	4	–	–	–	—	16	4	4	16	20
TOTAL	93	1,248	9,063	19,253	1,742	151,291	602	–	41	12	653	3,468	2,406	3,100	3,480	6,580

SUMMARY OF LACE FACTORIES.

	No. of Factories.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 16 Years of Age.	No. of Males between 16 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total No. of Persons Employed.		
		Steam.	Water.	M.	F.					M.	F.	M. and F.
England and Wales	186	1,257	84	370	191	404	361	2,293	3,136	4,271	2,484	6,755
Scotland	—	—	—	—	—	—	—	—	—	—	—	—
Ireland	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	186	1,257	84	370	191	404	361	2,293	3,136	4,271	2,484	6,755

SUMMARY OF SILK FACTORIES.

—	No. of Factories.	No. of Spinning or Throwing Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	Amount of Moving Power.		No. of Children under 11 Years of Age.		No. of Children between 11 and 13 Years of Age.		No. of Males between 13 and 18 Years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
						Steam.	Water.	M.	F.	M.	F.				M.	F.	M. & F.
FACTORIES employed in SPINNING:																	
England and Wales - -	196	637,560	153,336	–	–	3,257	339	290	417	822	2,161	1,686	12,270	3,358	6,156	14,848	21,004
Scotland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	196	637,560	153,336	–	–	3,257	339	290	417	822	2,161	1,686	12,270	3,358	6,156	14,848	21,004
FACTORIES employed in WEAVING:																	
England and Wales - -	314	–	–	3,489	2,413	1,015	10	1	2	2	3	194	3,019	1,756	1,953	3,024	4,977
Scotland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland - - - -	2	–	–	6	6	11	–	–	–	–	–	11	131	298	309	131	440
	316	–	–	3,495	2,419	1,026	10	1	2	2	3	205	3,150	2,054	2,262	3,155	5,417
FACTORIES employed in SPINNING and WEAVING:																	
England and Wales - -	54	330,622	26,890	11,022	3,852	1,479	296	20	34	160	829	538	8,857	2,601	3,319	9,720	13,039
Scotland - - - -	2	9,986	1,312	108	58	–	–	–	–	–	135	12	433	41	53	568	621
Ireland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	56	340,608	28,202	11,130	3,910	1,479	296	20	34	160	964	550	9,290	2,642	3,372	10,288	13,760
FACTORIES not included in either of the above Descriptions;																	
England and Wales - -	23	–	–	–	–	135	4	–	–	–	9	67	540	320	387	549	936
Scotland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ireland - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	23	–	–	–	–	135	4	–	–	–	9	67	540	320	387	549	936
TOTAL of SILK FACTORIES:																	
England and Wales - -	587	968,182	180,226	14,511	6,265	5,886	649	311	453	984	3,002	2,485	24,686	8,035	11,815	28,141	39,956
Scotland - - - -	2	9,986	1,312	108	58	–	–	–	–	–	135	12	433	41	53	568	621
Ireland - - - -	2	–	–	6	6	11	–	–	–	–	–	11	131	298	309	131	440
TOTAL - - -	591	978,168	181,538	14,625	6,329	5,897	649	311	453	984	3,137	2,508	25,250	8,374	12,177	28,840	41,017

GENERAL SUMMARY.

—	No. of Factories.	No. of Combing Machines.	No. of Spinning Spindles.	No. of Doubling Spindles.	No. of Power Looms.	No. of Power Loom Weavers.	No. of Billy Spindles.	No. of Condensers.	No. of Gigs.	No. of Fulling Stocks.	Amount of Moving Power.		No. of Children under 13 Years of Age.		No. of Males between 13 and 18 years of Age.	No. of Females above 13 Years of Age.	No. of Males above 18 Years of Age.	Total Number of Persons Employed.		
											Steam.	Water.	M.	F.				M.	F.	M. and F.
TOTAL NUMBER OF FACTORIES:																				
ENGLAND and WALES -	5,698	10,467	37,943,414	2,714,434	481,381	207,750	1,118,106	1,208	2,656	3,622	270,044	18,919	39,953	41,188	59,348	349,698	179,487	278,788	390,886	669,674
SCOTLAND - - -	507	633	2,123,949	248,692	51,328	31,416	30,455	195	107	359	40,868	5,535	946	1,529	7,748	80,828	20,555	29,249	82,357	111,606
IRELAND - - -	198	–	925,881	12,500	13,910	8,120	–	–	26	–	25,818	4,866	616	1,231	7,475	49,070	14,571	22,662	50,301	72,963
TOTAL for the UNITED KINGDOM - - -	6,403	11,100	40,993,244	2,975,626	546,619	247,286	1,148,561	1,403	2,784	3,981	336,730	29,320	41,515	43,948	74,571	479,596	214,613	330,699	523,544	854,243

FACTORIES.

RETURN of the Number of COTTON, WOOLLEN, WORSTED, FLAX, HEMP, JUTE, HORSEHAIR, ELASTIC, HOSIERY, LACE, and SILK FACTORIES subject to the FACTORIES ACTS, in the UNITED KINGDOM (in continuation, with certain exceptions, of Parliamentary Paper, No. 23, of Session 1862).

(*Mr. Baines.*)

Ordered, by The House of Commons, *to be Printed,*
22 *July* 1868.

453.

Under 4 *oz.*

FISHERIES (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 5 March 1868;—*for*,

COPY "of any CORRESPONDENCE that has taken place between the Board of Trade and the Board of Works in *Ireland*, relative to the Bill introduced last Session to 'carry into effect the Convention between Her Majesty and the Emperor of the French concerning the FISHERIES in the SEAS adjoining the *British Islands* and *France*, and to amend the LAWS relating to BRITISH FISHERIES,' so far as the same affects the FISHERIES of *Ireland*."

Board of Trade, 10 March 1868. } T. H. FARRER.

— No. 1. —

(H. 3369.)

The Assistant Secretary to the Board of Trade to the Secretary to the Commissioners of Public Works, Dublin.

Sir, Board of Trade, Whitehall, 23 October 1867.

I AM directed by the Board of Trade to inform you that, in view of proposed legislation in the ensuing Session of Parliament on the subject of laws relating to British Sea Fisheries, the Board are desirous of coming to an understanding with the Commissioners for the execution of the Acts regulating the Irish Fisheries upon the subject of Irish Oyster Fisheries, so that the law in Ireland should, as far as practicable, be made uniform with that which will probably be very shortly the law in England.

The Commissioners of Public Works are doubtless aware that in the course of last year an International Commission assembled in Paris for the consideration of the then existing Fishery Convention of 1839 between Great Britain and France, and that the members of that Commission recommended certain articles as the basis of a new Convention to be entered into by the United Kingdom and France, in lieu of the former one.

A Convention founded on those articles has been agreed upon between the British and French Governments, and it will be necessary to re-introduce into Parliament the Bill for confirming it, which at the latter end of last Session was withdrawn in consequence of the numerous other claims upon the attention of Parliament. Two copies of that Bill are enclosed for the consideration of the Commissioners, and I am to request that the Commissioners may favour the Board of Trade with their views upon the subject of Oyster Fisheries in Ireland, and more particularly on the question of assimilating, as far as practicable, the law in one country to that in the other.

It will be seen that the Schedule of the Bill proposes to repeal so much of the existing Act regulating Irish Fisheries (5 & 6 Vict. c. 106), as is inconsistent with the proposed new law, and so much as authorises any bye-law inconsistent therewith.

A recent case has occurred off the coast of Wexford, which would appear to illustrate the inconvenience of the absence of a uniform law and practice on the subject. On the 21st ultimo, some Welsh boats were found dredging for oysters near the Blackwater Bank; they were detained by the Collector of Customs, and taken into Wexford, where the oysters were forfeited, and the master of one of the detained boats fined. The masters of the boats have stated to the Collector of Customs at Carnarvon that they were four and five miles from land when boarded by the officer.

The Board of Trade have been informed that, the close time being by law variable in different parts of Ireland, the Commissioners of Public Works have extended the fence months in this particular locality to the 1st October; and I am to request that the Commissioners would favour the Board of Trade with a Report upon this case, and also inform them what are the limits of the Act to regulate Irish Fisheries (5 & 6 Vict. c. 106), in pursuance of the provisions of which this Board presume the Commissioners are acting, and whether the oysters in question were captured within those limits.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary, Commissioners of Public Works, Dublin.

— No. 2. —

(H. 4133.)

The Assistant Secretary to the Board of Trade to the Secretary to the Commissioners of Public Works, Dublin.

Board of Trade, Whitehall,
13 December 1867.

Sir,

With reference to my letter of 23rd October, I am directed by the Board of Trade to state that they are anxious to lose no time in the introduction into Parliament of a fresh Bill for carrying into effect the Fishery Convention recently concluded between this country and France, and are desirous of availing themselves of the opportunity which is thus offered of repealing obsolete enactments on the subject of sea fisheries.

With this view they direct me to request that you will call the attention of the Commissioners of Public Works to the second schedule attached to the accompanying draft Bill, and to inform them whether there are any, and if any, what reasons why the enactments, as far as they relate to the Irish coasts, should not be repealed.

I am to add that this Board have no wish to interfere with the laws which govern local fisheries within the limits of British jurisdiction, but that as already intimated they are anxious to avail themselves of the present opportunity of clearing the Statute book of enactments which are obsolete or useless.

The Board of Trade request the favour of an early reply.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary,
Commissioners of Public Works,
Dublin.

— No. 3.—

The Secretary to the Commissioners of Public Works, Dublin, to the Assistant Secretary to the Board of Trade.

Office of Public Works, Dublin,
6 January 1868.

Sir,

With reference to your letter of the 23rd October last, transmitting copy of the Bill proposed to be introduced in the ensuing Session of Parliament for the purpose of regulating the British Sea Fisheries, and of giving effect to the new Fishery Convention based on that of 1839, recently entered into between the British and French Governments, and expressing the desire of the Board of Trade, that the Irish Sea Fishery Commissioners would state their views upon the subject of oyster fisheries in Ireland, with a view to an understanding being come to by which the law in Ireland should as far as practicable be made uniform with that which will probably very shortly become the law in England; and further requesting information in regard to a recent case of infraction of the law, as regards the oyster fisheries off the coast of Wexford, and a statement of the distance to which the Commissioners consider their jurisdiction to extend from the Irish coast, and whether the case in question occurred within those limits;

limits ; and referring also to your further letter of the 13th ultimo, in which, by direction of the Board of Trade, the Commissioners' attention is called to the several obsolete enactments on the subject of the fisheries, which it is proposed to repeal under the Bill before referred to ; and they are requested to inform the Board whether there are any, and if any, what reasons why the enactments, so far as they relate to the Irish fisheries, should not be so repealed---

I have now to state, by desire of the Commissioners, with reference to the first point adverted to in the former letter, namely, their views on the subject of oyster fisheries in Ireland, that these views are set forth with considerable fulness in the report for 1865*, paragraphs 6 and 11 (a copy of which is herewith forwarded), and the result of their action, based on the principles they have adopted and advocate, is further referred to in their report for 1866,† a copy of which is also transmitted.

The Commissioners have no reason to depart from or qualify those views. Further experience has only tended to confirm them in these opinions, and they feel it their duty now to express the decided opinion, that if the proposed legislation for doing away with all close season in the seas around the British Isles, the English Channel excepted, was carried into effect, the Irish public oyster fisheries, now so great a source of profitable employment to a numerous class of fishermen, would in a very few years be utterly annihilated.

With regard to the second point, the recent infraction of the law at Wexford, the Commissioners beg to enclose a series of papers, containing a full report of the case, from which it will be seen that the defendants were fully aware of the bye-law, and knowingly and wilfully contravened it. *Enclosure 2.*

It further appears that the bed on which the illegal dredging took place was only two and a-half miles from the shore ; but with reference to this point, and the question as to the distance from the shore, or the limits to which the Commissioners' jurisdiction extends, they beg to observe that the most extensive and valuable oyster beds on the east coast of Ireland lie at a distance of from 5 to 10 miles from and parallel to the shore, and so far as these or any other beds are within the reach of ordinary shore boats, and are habitually frequented by and afford the means of living to a shore population, the Commissioners conceive they are justly entitled to be considered Irish beds, and to come within their control.

In further explanation of the bearing of the whole of this most important subject as regards the interests and prosperity of Ireland, the Commissioners desire me to enclose a copy of the report of Mr. Commissioner Barry, whose long experience, and the close attention he has devoted to it, entitle his opinion to no ordinary degree of credit. *Enclosure 1.*

With reference to the purport of the second letter, the Commissioners would only beg to say that while they can see no benefit which would accrue to Ireland and the Irish fisheries from the proposed measure, yet they would be reluctant to put forward any objection in the absence of any positive inquiry, (as may be the case in the ordinary fisheries), where any positive general advantage is to be gained. They would, therefore, merely confine themselves to the request, which they most urgently make, that whatever legislation may be deemed necessary for the oyster fisheries of the coasts of England and Scotland, it may not be extended to Ireland, but that the fisheries of that country may be left under their present salutary laws and regulations uninterfered with.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

C. Cecil Trevor, Esq.,
Board of Trade, Whitehall.

Enclosure 1, in No. 3.

INSPECTING COMMISSIONER'S REPORT on LETTER of the BOARD OF TRADE, of 23rd October 1867.

THE object of the letter seems to be to make the law in Ireland, as far as practicable, uniform with that which will probably be very shortly the law in England, for the regulation of the oyster fisheries.

With

* Report of the Deep Sea and Coast Fishery Commissioners, Ireland, for 1865. Presented to both Houses of Parliament by Command.

† Thirty-fifth Report from the Board of Public Works, Ireland, with the Appendices, 1866. Presented by Command.

With this view, a Bill has been forwarded with the letter, intituled " A Bill to carry into effect a Convention between Her Majesty and the Emperor of the French, concerning the Fisheries in the Seas between the British Islands and France, and to amend the Laws relating to British Sea Fisheries."

Three and twenty years ago, when the Bill " to carry into effect a Convention between Her Majesty and the King of the French, concerning the fisheries in the seas between the British Islands and France," was under discussion, a strong and well-founded remonstrance was made by our department against being subjected to the regulations of that Bill, which afterwards became the law, 6 & 7 Vict. c. 79; and the consequence of that remonstrance was, the introduction of the 6th section into the Act, enabling the authorities " to suspend the operation of the Articles of Convention with respect to the fisheries of the coasts of Ireland, or any part thereof, so long as such fisheries shall be carried on exclusively by the subjects of Her Majesty;" and on the day following the passing of the Act, 23rd August 1843, an Order in Council was passed, directing " That the said Act and Articles of Regulation shall be suspended with respect to the fisheries of the whole of the coasts of Ireland, so long as such fisheries shall be carried on exclusively by the subjects of Her Majesty."

Now, so far as the oyster fisheries were concerned in those Articles of Convention (and to the oyster fisheries alone I shall confine this report), there were several good and useful regulations most necessary for the preservation of the brood and the increase of the supply. From Article 45 to 49, were most necessary, inasmuch as that, antecedent to the adoption of those regulations, there was no statute law for a close time, in the oyster fishery extending to England. In Ireland there has been since the 25 Geo. 3, c. 35, s. 46, a close time established, and generally strictly observed; and so necessary has it been found, that in aid of it we have introduced into most of our bye-laws nearly " *totidem verbis*," the 46th, 47th, 48th, and 49th Articles of the Convention; and I am fully persuaded that if we had not done so, all attempts at the conservancy of our principal oyster fisheries would have been wholly unavailable. I am very anxious to confine myself to our own immediate duties, and to avoid any observations in reference to mismanagement elsewhere; but it is quite necessary for me to remind the Board that it is a matter of notoriety that neither before nor since the Convention of 1839 has the fundamental regulation, Article 45, been observed in England. In many of the fish shops, and in the open streets of London, one may find oysters freely and openly exhibited for sale through the whole summer; in short, no close season was observed; and whatever may be the wild and visionary notions put forward by speculators and philosophers, most rational men believe that, to over-dredging and total disregard for close time, may be attributed the oyster famine which now prevails.

Among the 41 Articles of the proposed Convention of 1867, and the 34 sections of the Act confirming the same, I find one single Article (11) professing to be of a conservative character.

> " From the 16th of June to the 31st August, inclusive, fishing for oysters is prohibited in any part of the Channel outside the exclusive fishery limits of the two countries, between a line drawn from the North Foreland Light to Dunkirk, and a line drawn from the Land's End to Ushant.
>
> " During the same period and in the same channel, no boat shall have on board any dredge, unless the same be tied up and sealed by the Custom's authorities of one of the two countries in such a manner as to prevent its use.

In short, a close time is fixed in the English Channel from 16th June to 31st August, and that exception only is made to the 10th Article, which directs,

> " That fishing of all kinds, by whatever means, and at all seasons, may be carried on in the seas lying beyond the exclusive fishery limits which have been fixed for the two countries."

Those exclusive limits are, I presume, the three mile line prescribed in the first Article of the new Convention, together with the hair-splitting regulation about the mouths of bays.

The 33rd section of the Bill proposes the abolition of powers and bye-laws inconsistent with the Act, and the schedule proposes to repeal, either partially or in the whole, 77 statutes presumed to be in existence; but still confining myself to Ireland, I come at once to the 5 & 6 Vict. c. 106; 7 & 8 Vict. c. 108; 8 & 9 Vict. c. 108; the schedule proposing to repeal so much of each of those Acts as is inconsistent with the new Act, and *so much as authorises any bye-law inconsistent with the new Act*, and especially the 16th section of the 5 & 6 Vict., under which the whole of the registry and organization of our Irish fishery vessels has been effected.

In order to illustrate the necessity for establishing a uniform system in both countries, the Board of Trade letter refers to a transaction which occurred on the coast of Wexford in September last, when a most outrageous raid was perpetrated on some of the natural beds on our eastern coast, in defiance of a bye-law passed by our Board on the 11th of April 1865, at the earnest desire of all the oyster fishers on that coast, and after public meetings held at Arklow, at Gorey, and at Wexford, after the examination of several witnesses on oath, and with the full concurrence of all. The proceedings and evidence at those meetings, and the reasons for this bye-law, will be found in the Appendix to the Report of the Fishery Commissioners for 1864, printed in 1865, page 46 to 53; and I submit that it be forwarded to the Board of Trade with the answer to their letter. I further

further beg to call attention to page 56 of the same Appendix, being the copy of a letter from Mr. P. Maher, Harbour Master of Arklow, showing the extent of the oyster trade, and the readiness of our fishers to supply their neighbours fully and fairly.

This bye-law has afforded universal satisfaction along the whole coast, except, perhaps, to the agents of some English and French dealers, who would prefer free trade in fishing all the year round, with a most reckless disregard for any provident measure of conservation. I also submit that the Board's Report for 1865 be sent to the Board of Trade, and that they be referred to the Appendix to that Report, page 42, No. 7, where another letter from Mr. Maher may be found showing the progressive increase in our trade since 1863, and using the following remarkable observations:—

> "If anything was wanted to prove the wisdom, nay more, the absolute necessity, of the course you have taken, my returns for the three years just ended clearly prove it."

The whole of the above letter will be found most interesting, and should be referred to.

It must not be forgotten that so far back as 1846 (22nd April), in order to encourage the legitimate trade in oysters with England, we permitted the fishers on the coasts of Wicklow and Wexford to dredge for oysters, *for brood only*, during the whole of the month of May, and that it was the alarming exhaustion produced by this relaxation of the statutable close time which called forth the unanimous cry for the bye-law of the 11th of April 1865.

In Clew Bay a similar bye-law was called for, and passed on the 16th December 1860.

In Cork Harbour a restrictive bye-law was passed on the 28th of October 1853.

28th September 1860. In Tralee Bay a bye-law similar in restrictions, and extending the close time to the months of April, September, and October, with the most beneficial results. *See* Proceedings of Tralee magistrates, and Report of Mr. Nelligan, 29th November 1867.

In Carlingford Lough, a bye-law was passed on the 17th of April 1860, adding the months of March and April in spring, and the months of September and October in the autumn, to the statutable season, leaving only four months in each year open to dredgers, and the consequence has been the rapid regeneration of the beds.

It may be seen that in all those bye-laws we have adopted the very salutary regulations of the French Convention of 1839, Articles 46, 47, 48, 49, which appear to have been wholly omitted in the new Convention; but I should like to know what the French people will do on their own shores.

We have, at the earnest request of some of the most respectable inhabitants of the vicinity of Galway Bay, fixed a meeting there for the 10th of this month, preliminary to a bye-law to the same effect restrictive of the size of oysters taken, but leaving the original statutable close time.

We never have yet received from any place to which those bye-laws extend any other complaint of them, except once from Courtown on the coast of Wexford, and from Arklow on the coast of Wicklow, and in both cases only a prayer for a temporary suspension of the restriction as to September, on the plea that the previous time had been boisterous, and that the dredgers were in great distress at the moment.

In reference to the transaction of September last off the coast of Wexford, referred to in the letter of the Board of Trade, I have taken every means of ascertaining the circumstances accurately, both from the Collector of Customs at Wexford, and the Clerk of Petty Sessions in the same place, and I submit that copies of the written communications from these gentlemen be sent to the Board of Trade.

It appears by the Collector's letter that the transaction complained of occurred "on the Ballyvalden Beds, about 2½ miles from the shore," instead of "five miles," as stated to the Board of Trade by the Collector of Carnarvon, who appears to have been the cause of the whole affair.

In answer to the question of the Board of Trade, "What are the limits of the Act to regulate Irish Fisheries, 5 & 6 Vict. c. 106, in pursuance of the provisions of which they presume that the Commissioners are acting?" I beg to state that the powers of the Commissioners to fix or alter the close time for dredging for oysters may be found in the 33rd, 34th, and 35th sections of the 5 & 6 Vict. c. 106, and that I presume it extends to all those natural beds within the bays and on the shores of Ireland which have time immemorial been resorted to by the oyster dredgers of the country, or by any of Her Majesty's subjects.

Here it may be observed that the most important of those natural beds on our east coast are, in many cases, considerably outside the three-mile line, and would therefore be thrown completely open and unprotected by the 10th Article of the new Convention.

I have wholly abstained from any allusion to any other branch of fishery than that of oysters, because to that the letter of the Board of Trade especially refers; but I am prepared to show that in other respects the extension of this Convention to Ireland would be attended with the most disastrous consequences; and as I cannot persuade myself that any department of the Government would deliberately inflict so heavy a blow upon our already depressed fisheries, I would earnestly implore the Commissioners to adopt the same vigorous course pursued by their predecessors in 1843, and obtain the total exclusion of the shores of Ireland from the operation of this Bill, and, if legislation be necessary, that it be substantive and separate.

We have had 25 years' experience of exclusion from a Bill not half so mischievous as the present, and we have had good reason to congratulate ourselves, so far at least as the oyster fisheries are concerned, upon having worked under our own laws.

Any diminution in our supplies of which we have reason to complain is attributable to the drain from our sources of supply for England and France; and we don't grudge it to them provided they will only be satisfied to observe provident regulations; but if all our powers of making salutary laws suited to the peculiar circumstances of several localities be abrogated, and if our most valuable natural oyster beds are to be left outside the pale of protection, I cannot answer for the consequences.

I must not conclude without calling the attention of the Commissioners to the Appendix to our Report for 1863, printed in September 1864, page 9, under the head of "Oyster Fishery on the Coast of Kent." I beg especial attention to my recommendation in the second column of that page. This article terminates with a copy of a letter, page 11, dated the 29th of April 1864, from Sir Emerson Tennent to Messrs. Smythies, Goody & Son.

This correspondence furnished us with reasons for our bye-law of the 1st of April 1865, in Clew Bay, clearly proving our readiness to adopt any reasonable relaxation for the promotion of culture, when sustained by so high an authority. The arguments used in the whole of this correspondence are highly deserving attention.

4 December 1867. (signed) *J. Redmond Barry.*

Enclosure 2, in No. 3.

CORRESPONDENCE relating to BREACH of BYE-LAW on WEXFORD BANKS, in September 1867.

DEEP SEA FISHERIES.

Sir, Customs, Wexford, 11 November 1867.

WITH reference to your letter of the 8th instant, requesting to be furnished with a detailed report of the seizure of oysters referred to in my letter of the 25th September last,—

I beg to refer you to a copy of my report to the Commissioners of Customs, (herewith) dated 5 October 1867, on a reference from the Board of Trade on the subject.

It was on the Ballyvalden Beds the parties were found fishing, at a distance from the shore of about 2½ miles. The justification offered by them for the breach of the bye-law was, that the Collector of Customs at Carnarvon informed them that there was no prevention from dredging for oysters. The parties themselves were perfectly aware of the existence of the prohibition.

I am, &c.

Secretary, Board of Works, Dublin. (signed) *Wm. Coghlan,* Collector.

Honourable Sirs, Customs, Wexford, 5 October 1867.

WITH reference to the above order of your Honours of the 3rd instant, on the foregoing letter from the Board of Trade,—

I beg to state that in the year 1865 the Board of Public Works in Ireland, under whose control the Irish Fisheries are placed, made a bye-law rendering it illegal to dredge for oysters on this coast from the 1st May to the 30th September, inclusive. Since this bye-law was made, English and Welsh fishing boats have on several occasions broken the law by dredging here, and taken the oysters away, and great discontent has been caused amongst the Wexford fishermen in consequence.

On the 21st ultimo six Welsh and Jersey boats were found dredging on the prohibited beds; and, at the urgent request of the Wexford fishermen, I sent the examining officer to board the boats and seize the oysters, in accordance with the Act 5 & 6 Vict. c. 36, sec. 32.

The examining officer seized the oysters, and did not detain the boats, but the masters preferred coming into the harbour to giving up the oysters. Eventually five of the boats ran away. The men of the sixth were prosecuted by the constabulary, and were fined each 1 *l.* 1 *s.*; the oysters were forfeited, and have since been sold by order of the Board of Public Works.

In this case I acted, as there was no other way of preventing a gross breach of the law, and a manifest injustice to the fishermen of this coast, who, to the number of 1,500, were lying idle, waiting for the commencement of the open season; but as there is some doubt as to our authority, I beg to request your Honours' directions for my government in future similar cases.

Respectfully submitted,
(signed) *Wm. Coghlan,* Collector.

The Honourable Commissioners, Customs,
London.

REPORT of an Investigation held on the 23rd of September 1867, at the Mayor's Office, Wexford, by John Greene, J.P., Mayor of Wexford, Samuel Johnson, J.P., and Francis J. Connell, J.P., Esquires, in the Matter of a Prosecution by Patrick Callaghan, Police Constable at Wexford, against Uriah Hearde, Master of the Boat, "Anne and Charlotte," of Carnarvon, with John Banks, William Hearde, Thomas Clarke, John Hearde, and George Hearde, the Crew of said Boat, for unlawfully Dredging for Oysters in the Bay of Wexford, between Wicklow Head and Carnsore Point, on the 20th September 1867, in contravention of a Bye-law of the Fishery Commissioners, passed on the 11th of April 1865.

A WRITTEN information of John Fanning, an officer of Customs at the port of Wexford, acting as collector's clerk, and another by Patrick Callaghan, police constable at Wexford (a copy of each of which is hereunto annexed, were submitted to the magistrates). It appeared that on Friday, the 20th of September last, said John Fanning saw six strange boats dredging for oysters in the bay of Wexford, between Wicklow Head and Carnsore Point, and that on the same day he boarded two of them, and Mr. Mathew Carr, examining officer of Customs at Rosslare, boarded the others; that on the next day, Saturday, 21st September, Constable Patrick Callaghan, seized some of the oysters, and arrested Uriah Hearde, master of the boat. Uriah Hearde was brought a prisoner to Wexford by Constable Callaghan, late same night (21st September), and was allowed to stand out on his own recognizance until Monday morning, the 23rd of September, when he and his crew, viz., John Banks, William Hearde, Thomas Clarke, and John Hearde, all belonging to Carnarvon, were brought before John Greene, J.P., Mayor of Wexford, Samuel Johnson, J.P., and Francis J. Connell, J.P., Esquires; and the defendants being unable to find bail for their appearance at the petty sessions on the next court day (Wednesday), the case was then investigated by said magistrates, John Greene, Esq., J.P., in the chair, when the aforesaid John Fanning and Constable Callaghan were sworn and gave parole evidence in addition to what appears in their informations. William Coghlan, Esq., Collector of Customs at Wexford, was also present, and gave evidence to show that the defendants must have had knowledge of the existence of the bye-law of the 11th of April 1865. The clerk of petty sessions was not instructed to take down the parole evidence in writing, but the substance of it was as follows, viz.:—That said John Fanning on Friday, the 20th of September last, proceeded from Wexford in the steamer "Ruby" (supplied by the Wexford fishermen for that purpose) into Wexford Bay, and there he, with Mathew Carr, another officer of Customs, boarded six boats, known as Jersey boats, and put men in charge of five of the boats, one man in each boat, and detained the five boats in the bay, the sixth boat having sailed away, there being no one under the command of Mr. Fanning to take charge of her to detain her. That Mr. Fanning returned to Wexford on Friday night, leaving a man in charge of each of the five boats; that on Saturday morning, 21st September, the five boats were brought from the bay into Wexford Harbour, and that Sub-inspector Fitzgerald, of the Wexford constabulary, was brought by Mr. Fanning early that morning to the said five boats in the harbour. That Mr. Fanning and Sub-inspector Fitzgerald on that occasion returned to Wexford without making any seizure, but Mr. Fanning then withdrew his men from the boats and sanctioned their going away; that the five boats accordingly prepared to sail off, and four of them actually got under sail and were proceeding to sea, when Mr. Fanning, with Sub-inspector Fitzgerald and Constable Patrick Callaghan, went out again after the boats at 11 o'clock, a.m., when they boarded one of the five boats, called the "Anne and Charlotte," of which Uriah Hearde was the master, the other four boats having got out of their reach and proceeded to sea; that Sub-inspector Fitzgerald then made a seizure of oysters that were in the "Anne and Charlotte," and returned back to Wexford without leaving any one in charge of the boat. Soon after which the boat, "Anne and Charlotte," proceeded to sea, but in going over the Wexford Bar she struck on the bar, there not being then a sufficient depth of water on the bar to carry her over it. That in the afternoon of the same day Constable Patrick Callaghan reported the matter to the Mayor, and was ordered by the Mayor to proceed at once and make a second seizure of the boat, "Anne and Charlotte," with her crew and the oysters on board. That Constable Callaghan accordingly proceeded with other constables to the boat, "Anne and Charlotte," and seized some of the oysters on board, and brought the master of the boat, Uriah Hearde, a prisoner to Wexford the same night, as more fully detailed in the written information of the constable. The bye-law of the 11th of April 1865 was produced to the court by the Collector, William Coghlan, Esq., in a printed list of bye-laws kept at the Wexford Custom-house. The defendants, Uriah Hearde, John Banks, William Hearde, Thomas Clarke, and John Hearde, after the evidence against them had been concluded, severally pleaded guilty of having dredged for oysters in the month of September, in the Bay of Wexford, between Wicklow Head and Carnsore Point, but pleaded ignorance of the bye-law, and asserted that they had been told by the Collector of Customs at Carnarvon that the season for osyter fishing was open in September, and that they might proceed to dredge for them; and in explanation of their attempting to leave the harbour, after being arrested and the oysters seized, they stated that Mr. Fanning had given them permission to depart. Mr. Fanning stated that he released the five boats as he did not see that he could detain them. The magistrates fined each defendant in the sum of 21 *s.* and costs, and awarded one-third of

each fine to the complainant, and they further ordered that the oysters seized be forfeited. They praised the conduct of Constable Callaghan, and attributed the merit of the seizure to his exertions. Uriah Hearde represented to the magistrates that 3,000 of the oysters had been caught at Carnarvon, and requested that they might be given up to him. He stated that there were over 10,000 oysters on board his boat, worth at least 28 *s.* per thousand.

Mr. Greene, J. P., stated that the Commissioners of Fisheries might dispose of them as they pleased.

An application was then made by Mr. Joseph Harvey, solicitor, on behalf of the Wexford fishermen, that the sum of five pounds paid by them for the use of the steam tug-boat, "Ruby," hired by them to bring Mr. John Fanning out in the bay on Friday, the 20th of September last, for the purpose of seizing the six strange boats that were there dredging for oysters, and the Court stated as their opinion that, on the forfeited oysters being sold, whatever necessary expenses had been incurred might be legally paid out of the proceeds, but they made no order on the subject.

Mr. Connell, J. P., stated, that Mr. Fanning should have detained the six boats and not have allowed any of them to escape; to which Mr. Fanning, and also Mr. Coghlan, collector, replied, that Mr. Fanning had given the boats into the charge of the sub-inspector, and the constabulary had taken down the names of the boats and crews before Mr. Fanning withdrew his men from the boats, and told the fishermen that they might depart. Mr. Connell, J. P., then told Mr. Fanning that when he declined to act himself he should have thrown the responsibility of detaining the boats on the constabulary, and should not have stated that he gave his permission for the boats to depart. The Collector of Customs took the custody of the forfeited oysters and advertised them for sale. He has, as yet, made no return on the subject to the magistrates.

The sixth defendant, namely, George Hearde, was not required by the magistrates to attend and answer to the prosecution on the 23rd September. He being the only person left in charge of the boat, "Anne and Charlotte," while the prosecution was proceeding, and not having been present to be arraigned, he was not fined.

COPY of ORDER in the foregoing Case, as entered on the Petty Sessions Order Book.

Date of Order.	Magistrates Present.	Parties.	Cause of Complaint.	Order.	——
1867: 23 September	John Greene, Samuel Johnson, and Francis J. Connell, Esqrs. Out of Petty Sessions, the defendants being unable to find bail for their appearance at next Wexford Petty Sessions.	Patrick Callaghan, police constable, at Wexford, *Complainant.* Uriah Hearde, master, and John Banks, Thomas Clarke, John Hearde, and William Hearde, fishermen, on board of the fishing boat, "Anne and Charlotte," of Carnarvon, *Defendants.*	That the defendants on the 20th& 21st September 1867, being fishermen on board the boat, "Anne and Charlotte," of Carnarvon, unlawfully did dredge for oysters, and had oysters in their possession in said boat, off the coast of the county of Wexford, and in Wexford Harbour, between Wicklow Head and Carnsore Point, it being in the close season for oyster fishing.	That the defendants each pay the sum of one pound one shilling for fine, and sixpence costs, and the oysters so found in possession of defendants be forfeited, and one-third of the fines awarded to complainant.	Paid same time by all the defendants.

I certify the foregoing to be a true Report.

9 November 1867. (signed) *Thomas M. O'Leary*, Clerk of Wexford Petty Sessions.

PETTY SESSIONS (IRELAND) ACT, 1851, 14 & 15 Vict. c. 93.

Stamp

Sixpence.

FORM Aa.—INFORMATION.

Petty Sessions District of Wexford, County of Wexford.

Patrick Callaghan, Police Constable at Wexford - - - - Complainant.
Uriah Hearde, of Carnarvon, Master of fishing boat "Anne and Charlotte," of Carnarvon, and Others - - - - - - Defendants.

THE information of John Fanning, of Wexford, officer of Customs, who saith, on his oath, that:—"I am an officer of Customs at the port of Wexford. On Friday last, the 20th instant, I saw six boats inside the north end of Blackwater Bank, which is between Wicklow Head and Carnsore Point, in the act of dredging for oysters. I knew them not to be boats belonging to Wexford, or the Wexford coast, and believed them to belong to Jersey or Carnarvon. I boarded two of the boats and found oysters on board, and Mr. Mathew Carr, examining officer of Customs at Rosslare, boarded the others. The boat now in the harbour, of which Uriah Hearde is the master, is one of the six boats that I saw

saw on Friday last with dredges on board, and some of them in the act of dredging for oysters.

"And the said informant binds himself to attend at the Petty Sessions, to be held in Wexford County Court House, on the 25th September 1867, at 12 o'clock noon, to give evidence against the said Uriah Hearde and others, for the said offence, or otherwise to forfeit to the Crown the sum of 5 *l.*

(signed) "*John Fanning*, Informant."

Taken before me this 23rd day of September, in the year 1867, at Wexford, in the said county.

(signed) *John Greene*, Justice of said County.

(A true copy.)
(signed) *Thomas M. O'Leary*, Clerk of Petty Sessions.

PETTY SESSIONS (IRELAND) ACT, 1851, 14 & 15 Vict. c. 93.

Stamp
Sixpence.

FORM Aa.—INFORMATION.

Petty Sessions District of Wexford, County of Wexford.

Patrick Callaghan, Police Constable at Wexford - - - - Complainant.

Uriah Hearde, master, John Banks, William Hearde, Thomas Clarke, John Hearde, and George Hearde, crew of the fishing boat, "Anne and Charlotte," of Carnarvon - - - - - - - - Defendants.

THE information of Patrick Callaghan, police constable at Wexford, who saith, on his oath, that—"I am a constable of police stationed at Wexford. On Saturday last, the 21st instant, I was present when Sub-inspector Fitzgerald made a seizure of oysters in a fishing boat in Wexford Harbour, at about 11 o'clock in the day; and I was then told by the men on board of said boat that Uriah Hearde was the name of the master of the boat, and that he was then ashore. On the same day I followed the same boat outside of the harbour, when I went on board her with Acting-constables William Dwyer and John Heffernan, and Sub-constable Benjamin John Henderson, and Marcus Boyle, of Her Majesty's Customs, and I there demanded the oysters that were on board, they being illegally in said boat in the close season for oysters, between Wicklow Head and Carnsore Point, when the master, Uriah Hearde, who was then on board as well as his crew, viz., John Banks, William Hearde, Thomas Clarke, John Hearde, and George Hearde, all refused to give them up; and some of them said they would die before they would give them up. After remonstrating with them for nearly an hour I left the boat to go for assistance, leaving the two acting-constables and sub-constable in charge. After leaving the boat a short distance I was hailed to go back, and I did so, when the master and some of the crew said they had taken 3,000 of the oysters in Carnarvon Bay, and that if I allowed them to retain them they would give me up the remainder of the oysters, and stated that they had upwards of 10,000 of oysters on board in all. On account of believing that I had not sufficient assistance to enforce my demand without violence, I told them to cull out what they claimed, and of which I took a sample, and to give me the remainder; and I then got the oysters that they allowed me to take put into another boat, and laid down inside of Wexford Harbour, near the Fort, to preserve them, as directed to do by the Mayor of Wexford. After I had the oysters laid down I arrested the master of the boat, Uriah Hearde, and brought him before the Mayor of Wexford the same night. After the first seizure, which was made by Sub-inspector Fitzgerald on Saturday last, the boat in which Uriah Hearde is master attempted to sail away, but stuck upon the bar in attempting to go out, and it was after that I took the oysters, and arrested Uriah Hearde.

(signed) "*Patrick Callaghan*, Constable."

Taken before me this 23rd day of September, in the year 1867, at Wexford, in said county.

(signed) *John Greene*, Justice of said County.

And the said informant binds himself to attend at the Petty Sessions, to be held in Wexford County Court House, on the 25th of September 1867, at 12 o'clock noon, to give evidence against the said Uriah Hearde and others, for the said offence, or otherwise to forfeit to the Crown the sum of 5 *l.*

(signed) *Patrick Callaghan*, Constable, Informant.

Taken before me this 23d day of September, in the year 1867, at Wexford, in the said county.

(signed) *John Greene*, Justice of said County.

(A true copy.)
(signed) *Thomas M. O'Leary*, Clerk of Petty Sessions.

FISHERIES (IRELAND).

COPY of CORRESPONDENCE between the Board of Trade and the Board of Works in *Ireland*, relative to the Bill introduced last Session to "carry into effect the Convention between Her Majesty and the Emperor of the French concerning the FISHERIES in the SEAS adjoining the *British Islands* and *France*, and to amend the LAWS relating to BRITISH FISHERIES," so far as the same affects the FISHERIES of *Ireland*.

(*Mr. Blake.*)

Ordered, by The House of Commons, *to be Printed*,
11 *March* 1868.

135.

Under 1 *oz.*

HOPS.

RETURN to an Order of the Honourable The House of Commons, dated 21 November 1867;—*for*,

RETURNS "of the Quantity of HOPS Imported into the UNITED KINGDOM for the Year ending the 30th day of September 1867, distinguishing the Ports where Imported, and the Countries whence Exported:"

"Of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM, from and to the same date, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country:"

"And, of the Quantity of BRITISH HOPS Exported from and to the same date, distinguishing the Countries to which the same have been Exported; and also, the Quantities to each Country, with the dates of the Years in which the HOPS were grown (in continuation of Parliamentary Paper, No. 229, of Session 1867)."

AN ACCOUNT of the Quantity of HOPS Imported into the UNITED KINGDOM, for the Year ending the 30th day of September 1867, distinguishing the Ports where Imported, and the Countries whence Exported.

		Quantities of Foreign Hops Imported into the United Kingdom in the Year ending 30th September 1867.
		Cwts.
Ports into which Imported	London	71,388
	Dover	4
	Folkestone	3,539
	Goole	35
	Grimsby	3,766
	Hartlepool	234
	Harwich	10,348
	Hull	6,513
	Liverpool	3,216
	Newhaven	38
	Southampton	10
	Leith	2,391
	Glasgow	4
	Grangemouth	84
	Belfast	52
	TOTAL	101,622
Countries from which Imported	Russia	3,210
	Denmark	26
	Prussia	1,812
	Schleswig, Holstein, and Lauenburg	160
	Hamburg	17,334
	Bremen	8,059
	Holland	10,613
	Belgium	37,093
	France	15,265
	Australia	7
	Canada	29
	United States	8,009
	Brazil	5
	TOTAL	101,622

AN ACCOUNT of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM, for the Year ending the 30th day of September 1867, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantities of Foreign Hops Exported from the United Kingdom in the Year ending 30th September 1867.
	Cwts.
Denmark	14
Hamburg	465
Holland	439
Belgium	2,616
France	241
Channel Islands	8
Turkish Dominions, viz.:	
Natolia	3
Australia	36
British North America	40
United States	287
Uruguay	3
TOTAL	4,152

AN ACCOUNT of the Quantity of BRITISH HOPS Exported from the UNITED KINGDOM, for the Year ending the 30th day of September 1867, distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantities of British Hops Exported from the United Kingdom in the Year ending 30th September 1867.
	Cwts.
Prussia	9
Hanse Towns	78
Holland	356
Belgium	288
Channel Islands	120
France	1,862
Portugal, Azores, and Madeira	6
Gibraltar	2
Malta	10
Ionian Islands	4
Egypt	176
British Possessions in South Africa	197
British India	68
China	8
Australia	7,552
British North America	480
British West Indies	5
United States	1,023
Mexico	9
New Granada	16
Peru	15
Chili	1
Brazil	28
Uruguay	1
TOTAL	12,314

NOTE.—In this account of British hops exported since the repeal of the duty, it has not been possible to exhibit the dates of the years in which the hops were grown, no information on that point being afforded by the entries passed at the Custom House.

Office of the Inspector General of Imports and Exports, Custom House, London, 3 December 1867.

Edw. Bernard,
Inspector General.

HOPS.

RETURNS of the Quantity of Hops Imported into the United Kingdom for the Year ending 30 September 1867, distinguishing the Ports where Imported and the Countries whence Exported; of the Quantities of Foreign Hops Exported from the United Kingdom during the same Period; and of the Quantities of British Hops Exported during the same Period; &c.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed,*
6 *December* 1867.

Under 1 *oz*

A RETURN of the NEW and OLD RATES of DUTY (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of the Return, No.* 187 *of Session* 1867 (with the exception of the Tariffs of Russia, Austria, and Greece, which, being for the most part New, will be included in a separate Return).

SUPPLEMENT (No. 5) to RETURN No. 493 of Session 1863.

See INDEX, p. 3.

(*Presented to Parliament by Her Majesty's Command.*)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1868.

INDEX TO SUPPLEMENT, No. 5.

Corresponding Parts of GENERAL RETURN (No. 493, of Session 1863).	ARTICLES upon which DUTIES have been ALTERED.	COUNTRIES in which DUTIES have been ALTERED.	PAGES of SUPPLEMENT showing ALTERATIONS of DUTY.
I.	Yarns: Linen	The Zollverein	pp. 4, 5.
Part II.	Woven Fabrics: Cotton	The Zollverein	„ 4, 5.
Part III.	Metals: Iron and Steel	The Zollverein	„ 4, 5.
		Portugal	„ 4, 5.
		Spain	„ 6, 7.
		Switzerland	„ 6, 7.
Part IV.	—	—	—
Part V.	Hides, Skins, and Leather	The Zollverein	„ 6, 7.
	India Rubber and Gutta Percha	The Zollverein	„ 8, 9.
Part VI.	Earthenware and Porcelain	The Zollverein	„ 8, 9.
		Spain	„ 8, 9.
	Glass and Glass Wares	The Zollverein	„ 8, 9.
	Chemical Products	The Zollverein	„ 10, 11.
		Spain	„ 10, 11.
Part VII.	Paper, &c., Stationery and Books	The Zollverein	„ 10, 11.
Part VIII.	Oils, Minerals, &c.	The Zollverein	„ 12, 13.
		Holland	„ 12, 13.
		France	„ 12, 13.
Part IX.	Articles of Food	Sweden	„ 12, 13.
		The Zollverein	„ 14, 15.
		Belgium	„ 14, 15.
		France	„ 14, 15.
Part X.	Miscellaneous Articles	Sweden	„ 14, 15.
		The Zollverein	„ 14, 15.

Statistical Department,
Board of Trade, July 1868.

A. W. Fonblanque.

RETURN of the NEW and OLD RATES of DUTY (so far as the same can be given) Levied by the TARIFFS No. 446 of

YARNS AND THREAD—LINEN, HEMPEN, AND JUTE.

ARTICLES.	NEW DUTY.					
	FOREIGN MEASURES AND MONEY.			ENGLISH MEASURES AND MONEY.		
TARIFF OF THE ZOLLVEREIN.						
		Thlr. sgr.			£. *s.* *d.*	
YARN of FLAX or HEMP:						
Unbleached, machine spun	per Centner	0	15	per Cwt.	–	1 6¼
Bleached, improved, or dyed	„	1	20	„	–	5 1
WOVEN MANUFACTURES—COTTON.						
TARIFF OF THE ZOLLVEREIN.						
		Thlr. sgr.			£. *s.* *d.*	
OPEN and TRANSPARENT TISSUES, bleached or dressed	per Centner	26	20	per Cwt.	4	1 3
METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL.						
TARIFF OF THE ZOLLVEREIN.						
		Thlr. sgr.			£. *s.* *d.*	
IRON and STEEL:						
Pig and rough cast, all kinds, and old broken iron	per Centner	0	5	per Cwt.	–	– 6
Lump iron, not purified from the dross, in masses or prisms	„	0	15	„	–	1 6¼
Steel, raw, in blocks or cast pieces	„	0	15	„	–	1 6¼
IRON WARES:						
Chaff-knives, scythes, and sickles	„	1	10	„	–	4 –¾
TARIFF OF PORTUGAL.						
IRON:						
Cast Iron, raw		5% *ad val.*			5% *ad val.*	
Hammered or rolled iron, plain		5% *ad val.*			5% *ad val.*	
STEEL, in bars		5% *ad val.*			5% *ad val.*	
IRON WIRE, plain		10% *ad val.*			10% *ad val.*	

of FOREIGN COUNTRIES, in which ALTERATIONS have been made since the Publication of the Return, Session 1865.

- - - - YARNS AND THREAD—LINEN, HEMPEN, AND JUTE.

ARTICLES.	OLD DUTY.		PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.		DATE of ALTERATION of DUTY.
	ENGLISH MEASURES AND MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	
- - - - - - - - - - TARIFF OF THE ZOLLVEREIN.					
		£. s. d.			
YARN of FLAX or HEMP:					
Unbleached, machine spun - - -	- per Cwt. -	- 6 1	- -	75	1 June 1868.
Bleached, improved, or dyed - - -	- „ -	- 9 2	- -	44	1 June 1868.

- - - - - WOVEN MANUFACTURES—COTTON.

- - - - - - - - - - TARIFF OF THE ZOLLVEREIN.

		£. s. d.			
OPEN and TRANSPARENT TISSUES, bleached or dressed - - - - - - - - - -	- per Cwt. -	4 11 5	- -	11	1 June 1868.

- - - METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL.

- - - - - - - - - - TARIFF OF THE ZOLLVEREIN.

		£. s. d.			
IRON and STEEL:					
Pig and rough cast, all kinds, and old broken iron - - - - - -	- per Cwt. -	- - 9	- -	33	1 June 1868.
Lump Iron, not purified from the dross, in masses or prisms - - - - - -	- „ -	- 1 9¼	- -	14	1 June 1868.
Steel, raw, in blocks or cast pieces - -	- „ -	- 2 6½	- -	40	1 June 1868.
IRON WARES:					
Chaff-knives, scythes, and sickles - -	- „ -	- 8 2	- -	50	1 June 1868.

- - - - - - - - - - TARIFF OF PORTUGAL.

		£. s. d.			
IRON:					
Cast iron, raw - - - - - -	- per Cwt. -	- - 5½	From specific to *ad val.* -		24 July 1867.
Hammered or rolled iron, plain - -	- „ -	- - 8¼	From specific to *ad val.* -		24 July 1867.
STEEL, in bars - - - - - - -	- „ -	- - 11	From specific to *ad val.* -		24 July 1867.
IRON WIRE, plain - - - - - - -	- „ -	- 8 -	From specific to *ad val.* -		24 July 1867.

METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	NEW DUTY.							
	FOREIGN MEASURES AND MONEY.				ENGLISH MEASURES AND MONEY.			
		In Spanish Vessels.	In Foreign Vessels.			In Spanish Vessels.	In Foreign Vessels.	
TARIFF OF SPAIN.								
Machinery:		*Esc. mills.*	*Esc. mills.*			£. *s.* *d.*	£. *s.* *d.*	
Machinery for agricultural purposes (complete)		1 % *ad val.*	1½ % *ad val.*			1% *ad val.*	1½ % *ad val.*	
Arms and Ammunition:								
Percussion caps	per 100 Kils.	75 350	90 250		per Cwt.	3 16 7	4 11 8	
Cartridges (Lefaucheux system):								
Blank cartridge	„	36 416	43 618		„	1 17 11	2 4 4	
Ball cartridge	„	28 916	34 660		„	1 9 5	1 15 3	
TARIFF OF SWITZERLAND.								
		Frs. *cts.*				£. *s.* *d.*		
Steel, Unwrought	per Swiss Quintal	0 30			per Cwt.	– – 2¾		
„ in Plates and Sheets	„	1 00			„	– – 9¾		
„ Wire	„	1 50			„	– 1 2¾		

HIDES, SKINS, AND LEATHER—Unwrought and Wrought.

TARIFF OF THE ZOLLVEREIN.

Hides and Skins:		*Thlr.* *sgr.*				£. *s.* *d.*		
Brussels and Danish glove leather, also Cordovan and Morocco, and dyed or varnished leather	per Centner	5 00			per Cwt.	– 15 3		
Leather Wares:								
Fine; of Cordovan, Saffian, Morocco, Brussels, and Danish leather; of chamois, white tanned, and of lacquered leather; also parchment; also in combination with other materials, except those which come under the head of "small wares"	„	7 00			„	1 1 4		

METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	OLD DUTY.				PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.				DATE of ALTERATION of DUTY.
	ENGLISH MEASURES AND MONEY.				INCREASE PER CENT.		DECREASE PER CENT.		
TARIFF OF SPAIN.									
		In Spanish Vessels.	In Foreign Vessels.			In Spanish Vessels.	In Foreign Vessels.		
		£. s. d.	£. s. d.						
MACHINERY for agricultural purposes (complete)		6 % *ad val.*	8 % *ad val.*			83	85		10 Oct. 1867.
ARMS and AMMUNITION:									
Percussion caps	per Cwt.	4 7 5	5 4 8			13	13		10 May 1867.
Cartridges	„	4 7 5	5 4 8			57	57		10 May 1867.
						66	66		10 May 1867.
TARIFF OF SWITZERLAND.									
		£. s. d.							
STEEL, Unwrought	per Cwt.	– 1 2¾				80			6 July 1867.
„ in Plates and Sheets	„	– 2 10¾				72			6 July 1867.
„ Wire	„	– 2 10¾				57			6 July 1867.
HIDES, SKINS, AND LEATHER—UNWROUGHT AND WROUGHT.									
TARIFF OF THE ZOLLVEREIN.									
HIDES and SKINS:		£. s. d.							
Brussels and Danish glove leather, also Cordovan and Morocco, and dyed or varnished leather	per Cwt.	1 – 4				25			1 June 1868.
LEATHER WARES:									
Fine; of Cordovan, Saffian, Morocco, Brussels, and Danish leather; of chamois, white tanned, and of lacquered leather; also parchment; also in combination with other materials, except those which come under the head of "small wares"	„	1 10 6				30			1 June 1868.

INDIA RUBBER AND GUTTA PERCHA :—Unwrought and Wrought.

ARTICLES.	NEW DUTY.					
	FOREIGN MEASURES AND MONEY.			ENGLISH MEASURES AND MONEY.		
TARIFF OF THE ZOLLVEREIN.						
India Rubber or Gutta Percha Wares:		*Thlr.*	*sgr.*		£.	*s.* *d.*
Fine, lacquered, dyed, or printed wares, combined or not with other materials (except those which come under the head of small wares), also fine shoemakers' wares	per Centner	7	00	per Cwt.	1	1 4

EARTHENWARE AND PORCELAIN.

TARIFF OF THE ZOLLVEREIN.

Earthenware (except most common):		*Thlr.*	*sgr.*		£.	*s.* *d.*
Plain or white	per Centner	1	20	per Cwt.	–	5 1
Porcelain:						
Plain or white	„	1	20	„	–	5 1
Ditto, with coloured brim lines, but not gilt or silvered	„	1	20	„	–	5 1

TARIFF OF SPAIN.

Earthenware:		*Esc.*	*mills.*		£.	*s.* *d.*
Gas retorts — In Spanish vessels	per 100 Kils.	0	690	per Cwt.	–	– 8½
Gas retorts — In Foreign vessels	„	0	828	„	–	– 10

GLASS AND GLASS WARES.

TARIFF OF THE ZOLLVEREIN.

Glasswares:		*Thlr.*	*sgr.*		£.	*s.* *d.*
Hollow glass vessels, green, black, and yellow, in natural tints		Free			Free.	
Drops for chandeliers, and glass buttons, coral, beads, enamel, and drops, plain and coloured	per Centner	0	20	per Cwt.	–	2 –¼

- - INDIA RUBBER AND GUTTA PERCHA :—Unwrought and Wrought.

ARTICLES.	OLD DUTY.		PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.		DATE of ALTERATION of DUTY.
	ENGLISH MEASURES AND MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	
- - - - - - - - - TARIFF OF THE ZOLLVEREIN.					
India Rubber or Gutta Percha Wares:		£. s. d.			
Fine, lacquered, dyed, or printed wares, combined or not with other materials (except those which come under the head of small wares), also fine shoemakers' wares,	- per Cwt. -	1 10 6	- -	30	1 June 1868.

- - - - - EARTHENWARE AND PORCELAIN.

- - - - - - - - - TARIFF OF THE ZOLLVEREIN.					
Earthenware (except most common):		£. s. d.			
Plain or white - - - - - - -	- per Cwt. -	- 5 4	- -	5	1 June 1868.
Porcelain:					
Plain or white - - - - - - -	- „ -	- 5 4	- -	5	
Ditto, with coloured brim lines, but not gilt or silvered - - - - - - -	- „ -	- 12 2½	- -	58	
- - - - - - - - - - TARIFF OF SPAIN.					
Earthenware:					
Gas retorts - - - - - - - -	- Not specified.		- -	- -	16 Jan. 1867.

- - - - - - GLASS AND GLASS WARES.

- - - - - - - - - TARIFF OF THE ZOLLVEREIN.					
Glasswares:		£. s. d			
Hollow glass vessels, green, black, and yellow, in natural tints - - -	- per Cwt. -	- - 6	- Duty removed.		1 June 1868.
Drops for chandeliers, and glass buttons, coral, beads, enamel, and drops, plain or coloured - - - - - - -	- „ -	- 12 2	- -	83	

CHEMICALS.

ARTICLES.	NEW DUTY.					
	FOREIGN MEASURES AND MONEY.			ENGLISH MEASURES AND MONEY.		
TARIFF OF THE ZOLLVEREIN.						
		Thlr.	*sgr.*		£.	*s.* *d.*
Alum	per Centner	0	15	per Cwt.	–	1 6¼
Salt	„	2	00	„	–	6 1¼
TARIFF OF SPAIN.						
		Esc.	*mils.*		£.	*s.* *d.*
Saltpetre (Nitrate of Potash):						
Unrefined and Refined:						
In Spanish vessels	per 100 Kilos.	2	600	per Cwt.	–	2 7¾
In Foreign vessels	„	3	600	„	–	3 8

PAPER, STATIONERY, AND BOOKS.

TARIFF OF THE ZOLLVEREIN.						
		Thlr.	*sgr.*		£.	*s.* *d.*
Paper:						
Grey, blotting, and packing paper, as also pasteboard lids and pressing boards, artificial parchment, and sand, polishing, and slating paper		Free			Free	
Unsized: common, coarse grey, half-white or coloured paper	per Centner	0	20	per Cwt.	–	2 –¼
All unsized printing paper; articles made of stone-paste, asphalt, and similar materials (even when in combination with wood or iron) but not painted nor lacquered	„	0	20	„	–	2 –¼
Other paper (except gilt and silvered); also lithographed, printed, or ruled paper, labels, tickets, bills of lading, &c.; also, account paper, and painters' pasteboard	„	1	00	„	–	3 –⅓

CHEMICALS.

TARIFF OF THE ZOLLVEREIN.

ARTICLES.	OLD DUTY.		PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.		DATE of ALTERATION of DUTY.
	ENGLISH MEASURES AND MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	
		£. s. d.			
ALUM	per Cwt.	– 2 –¼	–	25	1 Jan. 1868.
SALT	„	Prohibited	Prohibition removed		1 Jan. 1868.

TARIFF OF SPAIN.

		£. s. d.			
SALTPETRE (Nitrate of Potash):					
Unrefined:					
In Spanish vessels	per Cwt.	– 2 6½	4	–	13 Mar. 1867.
In Foreign vessels	„	– 3 –½	20	–	13 Mar. 1867.
Refined:					
In Spanish vessels	„	– 9 2	–	71	13 Mar. 1867.
In Foreign vessels	„	– 11 –	–	67	13 Mar. 1867.

PAPER, STATIONERY, AND BOOKS.

TARIFF OF THE ZOLLVEREIN.

		£. s. d.			
PAPER:					
Grey, blotting, and packing paper, as also pasteboard lids, pressing boards, sand paper, and polishing paper	per Cwt.	– 1 6¼	Duty removed		1 June 1868.
Unsized: common coarse grey, half-white, or coloured paper	„	– 3 –½	–	33	1 June 1868.
Unsized printing paper, articles of stone-paste, asphalt, and similar materials	„	– 4 –¾	–	50	1 June 1868.
Unsized printing paper, articles of stone-paste, asphalt, and similar materials, *combined with other materials*	„	– 12 2	–	83	1 June 1868.
Other paper also, lithographed, printed, or ruled paper, labels, tickets, bills of lading, &c.; also, account paper, and painters' pasteboard	„	– 4 –¾	–	25	1 June 1868.

OILS, MINERALS, &c.

ARTICLES.	NEW DUTY.	
	FOREIGN MEASURES AND MONEY.	ENGLISH MEASURES AND MONEY.
TARIFF OF THE ZOLLVEREIN.		
Grease (Tallow)	Free	£. s. d. Free.
TARIFF OF HOLLAND.		
Millstones and Grindstones:		£. s. d.
Rough	Free	Free
Worked	1 % *ad val.*	1 % *ad val.*
TARIFF OF FRANCE.		
Candles (Tallow)	5 % *ad val.*	£. s. d. 5 % *ad val.*

ARTICLES OF FOOD.

TARIFF OF SWEDEN.

		Rdm. öre.		£. s. d.
Cocoa	per Skälpund	0 12	per Cwt.	– 15 11
Sugar:				
Refined; and unrefined of colour, not darker than No. 18, Dutch standard	„	0 14	„	– 18 7
Unrefined of colour, darker than No. 18, Dutch standard	„	0 10	„	– 13 4
Spirits	per Kanna of 50 % alcohol	1 20	per Pint	– – 3½
Vinegar	per Skälpund	0 07	per Lb.	– – 1

OILS, MINERALS, &c.

ARTICLES.	OLD DUTY.		PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.		DATE of ALTERATION of DUTY.
		ENGLISH MEASURES AND MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	
TARIFF OF THE ZOLLVEREIN.					
GREASE	per Cwt.	£. s. d. – 1 6¼	Duty removed		1 June 1868.
TARIFF OF HOLLAND.					
MILLSTONES and GRINDSTONES:		£. s. d.			
All kinds		Free	1 % *ad val.*		9 April 1868.
TARIFF OF FRANCE.					
CANDLES (Tallow)		£. s. d. 10 % *ad val.*		50	13 May 1867.

ARTICLES OF FOOD.

TARIFF OF SWEDEN.

		£. s. d.			
COCOA	per Cwt.	– 13 4	20		8 May 1867.
SUGAR:					
Refined; and unrefined, not above No. 18, Dutch standard	„	– 15 11	17		8 May 1867.
Unrefined of colour, darker than No. 18, Dutch standard	„	– 10 8	25		8 May 1867.
SPIRITS	per Pint	– – 3	9		17 May 1867.
VINEGAR	per Lb.	– – –⅘	17		17 May 1867.

ARTICLES OF FOOD—*Continued.*

ARTICLES.	NEW DUTY.			
	FOREIGN MEASURES AND MONEY.		ENGLISH MEASURES AND MONEY.	

TARIFF OF THE ZOLLVEREIN.

		Thlr.	*sgr.*		£.	*s.*	*d.*
Butter	per Centner	1	10	per Cwt.	–	4	–¾
Cheese	„	1	20	„	–	8	1
Cocoa, prepared, and Chocolate	„	7	00	„	1	1	4
Pickles and Sauces:							
Pickles	„	5	00	„	–	15	3

TARIFF OF BELGIUM.

		Frs.	*cts.*		£.	*s.*	*d.*
Sugar:							
Refined:							
Candy	per 100 Kilos.	54	70	per Cwt.	1	2	3
Loaf	„	51	13	„	1	–	9
Raw: above No. 18	„	51	13	„	1	–	9
„ No. 18 and under	–	Free		–	Free		
Excise Duties on Raw Sugar:							
On Foreign Sugar:							
From No. 15 to No. 18, inclusive	per 100 Kilos.	48	07	per Cwt.	–	19	6
„ No. 10 to No. 15, exclusive	„	45	00	„	–	18	3
„ No. 7 to No. 10, exclusive	„	40	91	„	–	16	7⅓
Under No. 7	„	34	26	„	–	13	11

TARIFF OF FRANCE.

		Frs.	*cts.*		£.	*s.*	*d.*
Fish, sea fish, fresh (except cod fish)	per 100 Kilos.	5	00	per Cwt.	–	2	–¼

MISCELLANEOUS ARTICLES.

TARIFF OF SWEDEN.

		Rdm.	*öre.*		£.	*s.*	*d.*
Tobacco, Cigars, and Snuff:							
Tobacco, unmanufactured	per Skalpund	0	26	per Cwt.	1	14	7

TARIFF OF THE ZOLLVEREIN.

		Thlr.	*sgr.*		£.	*s.*	*d.*
Horses and Foals	–	Free		–	Free		
Pianos	per Centner	2	00	per Cwt.	–	6	1

ARTICLES OF FOOD—*Continued.*

ARTICLES.	OLD DUTY.		PER-CENTAGE DIFFERENCE between NEW AND OLD DUTY.		DATE of ALTERATION of DUTY.
	ENGLISH MEASURES AND MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	
TARIFF OF THE ZOLLVEREIN.					
		£. s. d.			
Butter	per Cwt.	– 11 2	–	63	1 June 1868.
Cheese	„	– 11 2	–	54	
Cocoa, prepared, and Chocolate	„	1 13 6	–	36	
Pickles and Sauces:					
Pickles	„	1 1 4	–	29	
TARIFF OF BELGIUM.					
Sugar:					
Refined:		£. s. d.			
Candy	per Cwt.	1 3 –	–	3	27 Mar. 1867.
Loaf	„	1 1 5	–	3	
Powdered, above No. 18	„	1 1 5	–	3	
Raw	–	Free –	–	–	
Excise Duty on Raw Sugar:					
On Foreign Sugar:					
From No. 15 to No. 18, inclusive	per Cwt.	– 18 3	$6\frac{3}{4}$	–	
„ No. 10 to No. 15, exclusive			–	–	
„ No. 7 to No. 10, exclusive			–	9	
Under No. 7			–	24	
TARIFF OF FRANCE.					
		£. s. d.			
Fish, sea fish, fresh (except cod fish)	per Cwt.	– 4 $-\frac{3}{4}$	–	50	13 May 1867.

MISCELLANEOUS ARTICLES.

TARIFF OF SWEDEN.

Tobacco, Cigars, and Snuff:		£. s. d.			
Tobacco unmanufactured	per Cwt.	1 13 3	4	–	18 May 1867.
TARIFF OF THE ZOLLVEREIN.					
		£. s. d.			
Horses	Each	– 4 $-\frac{3}{4}$	Duty removed		1 June 1868.
Foals with their mothers	–	Free –	–	–	
Pianos	per Cwt.	– 12 2	–	50	

IMPORT AND EXPORT DUTIES (FOREIGN COUNTRIES).

RETURN of the NEW and OLD RATES of DUTY (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of the Return, No.* 187, *of Session* 1867 (with the exception of the Tariffs of Russia, Austria, and Greece, which, being for the most part New, will be included in a separate Return).

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1868.

INDIA AND ABYSSINIA.

RETURN to an Address of the Honourable The House of Commons, dated 21 February 1868;—*for*,

"RETURN of the direct EXPORT and IMPORT TRADE between *India* and *Abyssinia* annually for the last Ten Years; distinguishing the Quantities and Customs Value of each Article both Ways, and the Total Annual Value."

THE Returns received from India do not exhibit any direct Trade between India and Abyssinia.

India Office,
24 February 1868.

M. HORNIDGE,
Statistical Reporter.

INDIA AND ABYSSINIA.

RETURN of the direct EXPORT and IMPORT TRADE between *India* and *Abyssinia* annually for the last Ten Years; distinguishing the Quantities and Customs Value of each Article both Ways, and the Total Annual Value.

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed,*
25 *February* 1868.

RETURN to an Order of the Honourable The House of Commons, dated 11 June 1868;—*for*,

RETURNS "of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and the Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since the 1st day of June 1867 to the 31st day of May 1868, inclusive; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies, at the Date of last Return, and whether still in Operation or being Wound up:"

"And, of the Total Number Registered in the Metropolis, or within Five Miles of the General Post Office:"

"Also,—

——	Number of New Companies.	Nominal Capital.
1863–4 - - - - - -		
1864 - - - - - -		
1865 - - - - - -		
1866 - - - - - -		
1867–8 - - - - - -		

(in continuation of Parliamentary Paper, No. 510, of Session 1867), with INDEX."

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed*,
21 *July* 1868.

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and the Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since the 1st day of June 1867 to the 31st day of May 1868, inclusive; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies at the Date of last Return, and whether still in Operation, or being Wound up:—And, of the Total Number Registered in the Metropolis, or within Five Miles of the General Post Office:—Also, Number of New Companies, with their Nominal Capital for 1863, 1864, 1865, 1866, and 1867–8 (in continuation of Parliamentary Paper, No. 510, of Session 1867, with INDEX.)

IN ENGLAND.

I.—COMPANIES Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:			1867:			£.			£. s. d.	£. s. d.		
1	Colyton Gas Company (Limited).	Supplying Colyton, &c., with gas	No return	1 June	10	28	1,500	300	73	nil	nil	19	Still in operation.
2	Poole and Cherbourg Steam Packet Company (Limited).	Conveyance of passengers and goods between Poole and Cherbourg.	The Quay, Poole	1 June	8	108	4,000	800	620	2 10 –	1,275	131	ditto.
3	Eastbourne Baths and Laundry Company.	To establish baths, reading rooms, &c., at Eastbourne.	No return	1 June	9	162	10,000	1,000	No return	No return	No return	No return	Supposed to be still in operation.
4	Liverpool Merchant Tailors' Company (Limited).	Supplying outfits and clothing to sailors and others.	No return	4 June	7	7	1,250	50	ditto	ditto	ditto	ditto	Being wound up.
5	Haswell Gas and Water Company (Limited).	The manufacture and sale of gas	Colliery-lane, Baker-street, Haswell, Durham.	6 June	7	145	2,000	2,000	ditto	ditto	ditto	ditto	Supposed to be still in operation.
6	Oxford Racquet Courts Company (Limited).	Erecting racquet courts, &c., at Oxford.	The Racquet-court, Saint Giles, Oxford.	7 June	7	42	10,000	180 of 50*l.* each; 100 of 10*l.* each.	280	46 – – 9 4 –	9,152 – –	55	Still in operation.
7	Spanish Mineral Phosphate Company (Limited).	Phosphate mining in Spain	25, Bucklersbury, E.C.	7 June	7	130	100,000	10,000	8,370 130	10 – – 1 – –	83,805 – –	8	ditto.
8	Middleton Estate and Colliery Company (Limited).	Coal and iron merchants	Middleton, near Beeston, near Leeds, York.	8 June	8	273	136,500	273	273	400 – –	95,550 – –	8	ditto.
9	Clerkenwell Advance, Discount, and Investment Company (Limited).	Lending money	No return	8 June	7	80	5,000	5,000	No return	No return	No return	No return	Supposed to be still in operation.
10	General Securities Company (Limited).	Dealing generally in securities	9, New Broad-street, E.C.	8 June	7	7	50,000	10,000	ditto	ditto	ditto	ditto	ditto.
11	Burnand's Law, Monetary, and Adjustment Association (Limited).	Lending money and giving legal advice.	27, Norfolk-street, Strand	10 June	8	8	2,000	2,000	ditto	ditto	ditto	ditto	ditto.
12	European Rubber Company (Limited).	The manufacture and sale of India rubber.	Pownall-road, Dalston	11 June	7	1,002	7,000	1,400	ditto	ditto	ditto	ditto	ditto.
13	Snailbeach Mine Company (Limited).	Lead mining	Upper Brook-street, Oswestry.	12 June	7	400	57,333	573	The whole of the capital of this Company has been converted into stock.				Still in operation.
14	North Henblas Mining Company (Limited).	Mining at Holywell, in Flintshire	3, Quarry-place, Upper Northgate-street, Chester.	12 June	7	2,000	15,000	3,000	No return	No return	No return	No return	Supposed to be still in operation.

15	Electric Clock Company (Limited).	Working an invention for an improvement in electric clocks.	82, Gracechurch-street, E.C.	13 June -	7	275	10,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
16	Shropshire Copper Company (Limited).	To purchase and work certain mines belonging to the Shropshire Mining Company (Limited).	8, Northern Assurance Chambers, Tithebarn-street, Liverpool.	13 June -	7	9,100	45,000	18,000	16,000	2 10 -	40,000 - -	27	Still in operation.
17	Inventors' Patent Right Association (Limited).	Dealing in patents, copyrights, &c.	21, Cockspur-street, S.W.	14 June -	7	331	1,000	1,000	842	- 5 -	624 - -	10	- ditto.
18	Nevada Land and Mining Company (Limited).	Gold and silver mining - -	34, Cannon-street, E.C. -	15 June -	7	35	30,000	20,000	No return	No return	No return -	No return	Supposed to be still in operation.
19	Bwlch Consols Silver Lead Mining Company (Limited).	Mining, &c., at Llanbadarnfawr, in the county of Cardigan.	33, Great Winchester-street, E.C.	21 June -	7	1,250	25,470	5,094	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
20	Nantclwyd Hall Lime and Coal Company (Limited).	Quarrying for limestone and coal	Mr. Edwards, Market-square, Ruthin, Denbigh.	24 June -	7	350	3,500	350	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
21	Daily Leader Company (Limited).	Newspaper publishing - -	No return - - -	24 June -	7	7	4,000	800	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
22	London and Australian Agency Corporation (Limited).	Negotiating loans, &c., in the United Kingdom and Australia.	No return - - -	24 June -	7	1,400	500,000	50,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
23	Guaranteed Securities Association (Limited).	Dealing in stocks, funds, shares, and other securities.	No return - - -	25 June -	7	136	1,000,000	100,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
24	Northern Counties Loan and Discount Company (Limited).	Lending money - - -	106, Clayton-street, Newcastle-upon-Tyne.	26 June -	10	560	45,000	3,000	1,000	10 - -	10,000 - -	17	Still in operation.
25	Downham Market Flax Company (Limited).	Threshing, retting, scutching, and dressing flax, &c.	Mr. William Bennett, junior, Bridge-road, Downham Market.	27 June -	7	12	5,000	100	No return	No return	No return -	No return	Supposed to be still in operation.
26	Burnham Market House and Town Hall Company (Limited).	Building a town hall and market house.	No return - - -	28 June -	7	70	2,000	2,000	949	- 5 -	205 10 -	156	Still in operation.
27	Hyde Temperance Hall Company (Limited).	Buying the Hyde Temperance Hall.	No return - - -	1 July -	9	61	1,000	1,000	No return	No return	No return -	No return	Supposed to be still in operation.
28	Steamship Company (Limited), now called The National Steamship Company (Limited).	Buying and letting out ships and vessels.	21, Water-street, Liverpool.	1 July -	7	1,400	1,000,000	100,000	59,784 19,626	10 - - - 10 -	607,653 - -	541	Still in operation.
29	Servian Copper and Iron Company (Limited).	Iron and copper mining - -	No return - - -	1 July -	7	70	50,000	5,000	No return	No return	No return -	No return	Supposed to be still in operation.
30	Patent Centre Rail Company (Limited).	Carrying out a patent for the construction and working of locomotive engines, &c.	No return - - -	2 July -	7	350	50,000	2,500	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
31	Anglo-Indian Telegraph Company (Limited).	Constructing and maintaining a land and submarine telegraph between England and India.	72, Cornhill, E.C. - -	2 July -	7	600	1,000,000	50,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
32	East Dean Town Hall and Market Company (Limited).	Constructing town hall and market house at East Dean.	No return - - -	4 July -	11	134	3,000	600	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
33	Leamington College (Limited)	Opening a college to provide education.	The Leamington College, Binswood-terrace, Leamington Priors.	5 July -	11	15	8,000	100 of 50*l.* 100 „ 20*l.* 100 „ 10*l.*	54 8 13	33 6 8 13 6 8 10 - -	1,953 6 8	64	Still in operation.
34	Porth Cawl Gaslight and Coke Company (Limited).	Manufacture and supply of gas and coke.	Care of Mr. George Dements, near Porth Cawl Station, Glamorgan.	5 July -	7	75	2,500	250	No return	No return	No return -	No return	Supposed to be still in operation.
35	Castle Dykes Iron Ore Company (Limited).	Ironstone, &c., mining - -	Abchurch Chambers, Abchurch-lane, E.C.	6 July -	7	7	12,000	1,200	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
36	Hair-cutting Machine Company (Limited).	Purchasing and working certain patents for improvements in machinery for cutting the human hair.	No return - - -	8 July -	7	12	750	15	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
37	Re-Insurance Company (Limited).	Carry on the business of insurers and assurers, &c.	7, Bank-buildings, E.C. -	8 July -	7	350	100,000	50,000	842	1 - -	1,210 15 -	16	Still in operation.
38	Liverpool (Limited) - -	Carry on luncheon and dining rooms in Liverpool.	Exchange-buildings, West Rumford-street, Liverpool.	9 July -	7	230	3,000	300	230 46	8 - - 5 - -	2,070 - -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1867:			£.			£. s. d.	£. s. d.		
39	Newton Flint Glass Company (Limited).	To manufacture, sell, and deal in flint and other glass.	No return - - -	9 July -	7	47	6,000	600	No return	No return	No return -	No return	Supposed to be still in operation.
40	Agricultural and Horticultural Association (Limited).	Purchase of agricultural and horticultural implements.	No return - - -	10 July -	7	250	250,000	250,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
41	Merchant Seamen's Clothing Company (Limited).	Tailors, clothiers, and outfitters	No return - - -	10 July -	8	8	1,000	40	ditto -	ditto -	- ditto -	ditto -	- ditto.
42	Ribchester Bobbin Manufacturing and Commercial Company (Limited).	Manufacturing spools, bobbins, shuttles, &c.	Knowle Green Mill, Knowle Green, Ribchester, Lancashire.	12 July -	7	46	1,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
43	Western Counties Monetary Company (Limited).	Lending money - - -	No return - - -	15 July -	15	185	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
44	Woolley Coal Company (Limited).	Coal mining - - - -	Woolley Colliery, near Barnsley.	18 July -	7	1,000	100,000	1,000	1,000	75 - -	75,000 - -	7	Still in operation.
45	New Passage Ferry Hotel Company (Limited).	Hotel keeping - - - -	No return - - -	18 July -	7	31	10,000	1,000	481	10 - -	4,800 - -	11	- ditto.
46	Wheldale Coal Company (Limited).	Raising and selling coals - -	Wheldale Water, Frystone, near Ferrybridge, York.	20 July -	7	999	9,990	999	No return	No return	No return -	No return	Supposed to be still in operation.
47	Rhiwgoch Slate Quarry Company (Limited).	Slate quarrying - - -	Glanypwll, Festiniog, Merioneth.	20 July -	7	290	8,000	8,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
48	High Moor Colliery Company (Limited).	Coal and iron mining - -	Killamarsh, Derby -	22 July -	7	92	2,500	100	ditto -	ditto -	- ditto -	ditto -	- ditto.
49	Wigan Newspaper and Printing Company (Limited).	Newspaper publishing and printing.	Lees Court, Marketplace, Wigan.	23 July -	8	52	3,000	300	ditto -	ditto -	- ditto -	ditto -	- ditto.
50	Permanent Life, Fire Assurance, and Loan Company (Limited).	Life Assurance - - - -	268, Strand, W.C. - -	23 July -	8	1,250	100,000	60,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
51	Nissum Fiord Company (Limited).	Reclamation of lands in Jutland	63, Lincoln's-inn-fields, Middlesex.	25 July -	7	434	225,000	9,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
52	Devon and Somerset Steam Lithographic and General Printing, Engraving, Publishing, and Stationery Company (Limited).	Printing, lithographing, engraving, &c.	No return - - -	25 July -	7	162	5,000	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
53	Addison and Company (Limited).	Pianoforte manufacturers and dealers in musical instruments.	210, Regent-street - -	25 July -	7	304	6,000	600	ditto -	ditto -	- ditto -	ditto -	Being wound up.
54	Union Engineering Company (Limited).	Millwrights, engineers, and iron founders.	Union Iron Works, Sophia-street, Manchester.	25 July -	7	1,727	30,000	3,000	ditto -	ditto -	- ditto -	ditto -	Supposed to be still in operation.
55	King William's Town Stock and Produce Company (Limited).	Farmers, graziers, stock breeders, &c.	10, Charles-street, Saint James's, Middlesex.	25 July -	10	626	30,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
56	Cosmopolitan Printing and Publishing Company (Limited).	Printing and publishing - -	9, Northumberland-street, W.C.	27 July -	7	20	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
57	Anglo-Danish and Russian Telegraph Company (Limited).	Telegraphic communication between Denmark and England and Denmark and Russia.	No return - - -	27 July -	7	260	100,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.

58	Gaywood Agricultural Implement and Machine Company (Limited).	Agricultural and machine implement makers.	Victoria Steam Works, Gaywood, King's Lynn, Norfolk.	27 July -	7	609	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
59	Darlaston Iron Bridge and Roofing Company (Limited).	Manufacture of bridges, girders, &c.	Darlaston, county of Stafford.	29 July -	8	250	5,000	250	ditto -	ditto -	- ditto -	ditto -	- ditto.
60	Berwyn Slate and Slab Company (Limited).	Slate quarrying - - - -	No return - - -	30 July -	7	160	900	300	ditto -	ditto -	- ditto -	ditto -	- ditto.
61	Loom Improvement Company (Limited).	Improvements in connection with weaving or spinning machinery.	4, Clarence-buildings, Booth-street, Manchester.	31 July -	7	260	25,000	2,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
62	Macclesfield Brewery and Wine Company (Limited).	Brewers and distillers - -	Bank Chambers, Macclesfield.	1 Aug. -	8	605	25,000	2,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
63	Northern Equitable Gas Company (Limited).	Purchase, leasing, or erecting gas works.	No return - - - -	1 Aug. -	7	140	100,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
64	Intercolonial Iron and Steel Company (Limited).	Iron, mining, and manufacturing	9, Victoria Chambers, Victoria-street, Westminster.	2 Aug. -	7	68	25,000	250	ditto -	ditto -	- ditto -	ditto -	- ditto.
65	United British and Foreign Marine Insurance Company (Limited), now called the British and Foreign Marine Insurance Company (Limited).	Marine insurance - - -	8A, Exchange-buildings West, Liverpool.	5 Aug. -	7	350	1,000,000	50,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
66	Northern Counties Conservative Newspaper Company (Limited).	Printing and publishing a newspaper.	108, Grey-street, Saint Andrew, Newcastle-upon-Tyne.	6 Aug. -	7	138	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
67	Clarence Roads Company (Limited).	Buying certain roads at Roehampton, with lands adjoining, and selling or otherwise disposing of same.	6½, Austin Friars, E.C. -	6 Aug. -	7	8	5,000	100	ditto -	ditto -	- ditto -	ditto -	- ditto.
68	Ashton-under-Lyne Butchers' Company (Limited).	Cattle dealers and butchers -	143, Old-street, Ashton-under-Lyne.	6 Aug. -	7	7	500	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
69	Mid-Wales Lead Mining Company (Limited).	Lead mining - - - - -	26, Nicholas-lane, E.C. -	7 Aug. -	7	7	15,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
70	Ticehurst Gas Consumers' Company (Limited).	The manufacture and sale of gas	No return - - -	9 Aug. -	8	8	2,500	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
71	Britannia Mill Company, Crawshaw Booth (Limited).	Spinning and weaving - -	Crawshaw Booth, Higher Booths, Lancashire.	10 Aug. -	7	80	20,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
72	Briton Advance and Investment Company (Limited).	Lending money on security -	37, Queen-street, E.C. -	12 Aug. -	7	35	10,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
73	Long Buckby Boot and Shoe Manufacturing Company (Limited).	The manufacture and sale of boots, &c.	Market-place, Long Buckby, Northamptonshire.	12 Aug. -	7	42	2,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
74	Land and Finance Corporation (Limited).	Financial mercantile agency and exchange business.	No return - - -	13 Aug. -	7	31	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
75	Glasdir Mining Company (Limited).	Copper mining - - - - -	4, New Broad-street, E.C.	14 Aug. -	7	7	30,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
76	Abbey Town Assembly Room Company (Limited).	Erecting an assembly room at Abbey Town.	The Companies' Office, Abbey Town, Carlisle.	14 Aug. -	10	284	300	1,200	1,200	- 5 -	299 6 -	58	Still in operation.
77	Turvey Gas Light and Coke Company (Limited).	The manufacture and sale of gas.	Reading-room, Turvey, Bedford.	15 Aug. -	7	122	1,500	300	No return	No return	No return -	No return	Supposed to be still in operation.
78	Kippax Gas Consumers' Company (Limited).	The manufacture and sale of gas.	No return - - -	16 Aug. -	13	202	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
79	Peterborough Gas Company (Limited).	The manufacture and sale of gas.	4, Priestgate, Peterborough.	19 Aug. -	7	80	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
80	John Braddock and others (Limited).	Buying and selling cotton, &c. -	Bridgewater Chambers, Brown-street, Manchester.	20 Aug. -	7	48	5,000	100	ditto -	ditto -	- ditto -	ditto -	- ditto.
81	Newcastle and Gateshead Co-operative Building Company (Limited).	Building in all its branches -	Working Men's Club, 25, Nelson-street, Newcastle-upon-Tyne.	22 Aug. -	7	23	10,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
82	Hoyland Market Company (Limited).	Establishing market accommodation at Nether Hoyland.	Hoyland, Wath-upon-Dearne, York.	23 Aug. -	9	91	800	800	ditto -	ditto -	- ditto -	ditto -	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1867:			£.			£. s. d.	£ s. d.		
83	Pari Gold Mining Company (Limited).	Gold mining	52 and 53, The Albany, Old Hall-street, Liverpool.	24 Aug.	7	2,700	15,000	30,000	No return	No return	No return	No return	Supposed to be still in operation.
84	Nottingham Patent Brick Company (Limited).	The manufacture of bricks	4, Thurland-street, Nottingham.	24 Aug.	7	380	50,000	5,000	4,005	8 – –	7,180 – –	29	Still in operation.
85	Durham Grand Stand Company (Limited).	Erecting a grand stand at the race course at Durham.	No return	26 Aug.	11	55	1,000	200	No return	No return	No return	No return	Supposed to be still in operation.
86	Integrity Loan and Deposit Company (Limited).	Lending money	32, Lower Chatham street, Chorlton-upon-Medlock, Manchester.	27 Aug.	8	51	2,000	2,000	121	– 7 6	83 8 6	14	Still in operation.
87	Taquaril Gold Mining Company (Limited).	Purchasing lands in Brazil for mining operations.	2, New Broad-street, E.C.	29 Aug.	7	35	100,000	100,000	No return	No return	No return	No return	Supposed to be still in operation.
88	Co-operative Insurance Company (Limited).	Fire and Life Insurance and Guarantee.	The Equitable Pioneer's Buildings, Toad-lane, Rochdale.	29 Aug.	7	28	12,000	48,000	ditto	ditto	ditto	ditto	ditto.
										(This Company is limited by guarantee).			
89	Mining Association (Limited)	Mining and dealing in shares and other property of mining companies.	8, Austin Friars, E.C.	30 Aug.	7	540	50,000	25,000	No return	No return	No return	No return	ditto.
90	Atherton Steam Thrashing Company (Limited).	Thrashing of wheat, oats, barley, &c.	Baglan Atherton, Lancaster.	30 Aug.	9	40	400	40	ditto	ditto	ditto	ditto	ditto.
91	Italian Consolidated Mining Company (Limited).	Purchase and working mines	9A, Great St. Helens, Bishopsgate-street, E.C.	30 Aug.	7	1,000	50,000	25,000	ditto	ditto	ditto	ditto	ditto.
92	Berthlwyd Slate Company (Limited).	To purchase and carry on slate quarries.	17, Waterloo-place, Pall Mall, London.	31 Aug.	7	815	100,000	100,000	ditto	ditto	ditto	ditto	ditto.
93	One Wine Company (Limited)	Wine and spirit merchants	115 and 117, Cannon-street, E.C.	31 Aug.	7	29	8,000	80	ditto	ditto	ditto	ditto	ditto.
94	Liver Alkali Works Company (Limited).	Purchase of alkali works and manufacture of same.	28, Lightbody-street, Liverpool.	31 Aug.	7	410	10,000	1,000	700	10 – –	6,662 10 –	24	Still in operation.
95	Esgern Slate Quarry Company (Limited).	Acquiring the Esgern property for the purpose of slate quarrying.	29, Villiers-street, Strand, W.C.	31 Aug.	7	7	30,000	6,000	No return	No return	No return	No return	Supposed to be still in operation.
96	South Down Phosphate and General Manures Company (Limited).	Carrying on the sale and manufacture of phosphates, &c.	No return	31 Aug.	7	7	20,000	10,000	ditto	ditto	ditto	ditto	ditto.
97	Indian Coffee Estate Company (Limited).	Cultivation of coffee plantations in India.	43, Bedford-row, London	2 Sept.	7	7	50,000	5,000	7	nil	nil	7	ditto.
98	Matlock Bridge Lime Stone Company (Limited).	Working stone quarries	The Market Hall Chambers, Chesterfield, Derby.	4 Sept.	8	100	2,000	100	100	6 – –	600 – –	8	Still in operation.
99	London and Provincial Mercantile Agency (Limited).	The collection and recovery of rents, &c.	104, Fleet-street, E.C.	5 Sept.	7	42	10,000	1,000	No return	No return	No return	No return	Supposed to be still in operation.
100	National Widows' Fund (Limited).	Life Assurance and Annuity	17, Garrick-street, Covent Garden, Middlesex.	5 Sept.	8	76	5,000	5,000	ditto	ditto	ditto	ditto	ditto.
101	York Corn Exchange Company (Limited).	Erection of Corn Exchange Hall	9, New-street, York	6 Sept.	8	150	6,000	1,200	843	3 – –	2,363 – –	69	Still in operation.
102	Consolidated Land Company of France (Limited).	Purchasing land, and building thereon in France.	Lombard House, 10, George-yard, Lombard-street, E.C.	9 Sept.	7	7	1,600,000	160,000	30,094	10 – – (Issued as fully paid up).	300,940 – –	1,583	ditto.
103	Banbury Recreation Ground and Bathing Company (Limited).	To provide bathing accommodation and recreation ground at Banbury.	41, High-street, Banbury, Oxfordshire.	9 Sept.	12	455	2,500	2,500	No return	No return	No return	No return	Supposed to be still in operation.

104	Corbyn's Hall, Ketley's and Standhill's Collieries Company (Limited).	Coal mining	Corbyn's Hall, Kingswinford, Stafford.	9 Sept.	7	216	12,000	240	ditto	ditto	ditto	ditto	ditto.
105	Railway Spring Company (Limited).	Manufacture of railway springs, &c.	Mill Top, West Bromwich, Stafford.	10 Sept.	7	70	2,000	400	70	5	350	7	Still in operation.
106	Bath Malting Company (Limited).	Maltsters	The Malthouse, Sydney Buildings, Bath.	11 Sept.	7	140	10,000	1,000	No return	No return	No return	No return	Supposed to be still in operation.
107	Welsh Newspaper Company (Limited).	The publication of a newspaper in the Welsh language.	19 and 21, Chapel Walks, South Castle-street, Liverpool.	12 Sept.	9	22	1,000	200	ditto	ditto	ditto	ditto	ditto.
108	Swansea Zinc Company (Limited).	Manufacturing, selling, &c. of zinc.	No return	13 Sept.	7	350	30,000	3,000	1,267	4	11,525	15	Still in operation.
109	Donen Lás Slate Company (Limited).	Working slate quarries	18, Teat-hill, Carnarvon	13 Sept.	8	64	1,600	64	No return	No return	No return	No return	Supposed to be still in operation.
110	Coventry Sewing Machine Company (Limited).	Manufacture of sewing machines	King-street, Coventry, county Warwick.	16 Sept.	10	100	5,000	100	ditto	ditto	ditto	ditto	ditto.
111	Perseverance Loan and Discount Association (Limited).	Lending money	"Horse and Shoe" 15, Little George-street, Little James-street, Westminster.	26 Sept.	-	-	This Company is limited by guarantee, and has no capital to which these headings apply.						ditto.
112	Ebury Lead Mining Company (Limited).	Lead Mining	12, Old Jewry Chambers, E.C.	28 Sept.	7	2,206	15,000	6,000	4,311	1 5	995 10	45	Still in operation.
113	Ashton-under-Lyne Hat Manufacturing Company (Limited).	Manufacture of felt and silk hats	Hillgate-street, Hurst Brook, Ashton-under-Lyne, Lancaster.	28 Sept.	7	18	2,000	2,000	No return	No return	No return	No return	Supposed to be still in operation.
114	Clerks' Dining Company (Limited).	Supplying dinners	36, Walbrook, E.C.	28 Sept.	7	15	20,000	20,000	1,968	10	809 10	1,163	Still in operation.
115	Goudhurst Gas Company (Limited).	Supplying Goudhurst and neighbourhood with gas.	Post-office, Clay Hill-road, Goudhurst, Kent.	1 Oct.	12	101	2,000	400	No return	No return	No return	No return	Supposed to be still in operation.
116	Steeple Aston Iron Ore Company (Limited).	Iron ore mining	95, Gracechurch-street, E.C.	2 Oct.	7	7	3,000	300	ditto	ditto	ditto	ditto	ditto.
117	Phœnix Iron and Colliery Works (Limited).	Ironmasters and manufacturers	No return	4 Oct.	7	7	100,000	10,000	ditto	ditto	ditto	ditto	ditto.
118	Mortgage Assurance Corporation (Limited).	Dealing in government, public, and other loans, stocks, &c.	No return	4 Oct.	7	7	500,000	5,000	ditto	ditto	ditto	ditto	ditto.
119	Hale Bank Foundry Company (Limited).	Iron founding and engineering	No return	4 Oct.	7	116	12,000	120	ditto	ditto	ditto	ditto	ditto.
120	United Kingdom and Continental Marine Insurance Corporation (Limited).	Marine insurance	63, Basinghall-street, E.C.	4 Oct.	7	70	100,000	10,000	ditto	ditto	ditto	ditto	ditto.
									(This Company is limited by guarantee).				
121	Puerto Cabello and Central Venezuela Railway Company (Limited).	Construction and working of railways in Venezuela.	9, Victoria Chambers, Victoria-street, Westminster.	4 Oct.	7	1,750	250,000	25,000	No return	No return	No return	No return	ditto.
122	Coignet's Concrete Company (Limited).	Concrete manufacturers	Gresham Buildings, Basinghall-street, E.C.	7 Oct.	7	7	50,000	25,000	ditto	ditto	ditto	ditto	ditto.
123	Birmingham Supply Association (Limited).	General dealers	No return	8 Oct.	7	41	1,000	1,000	ditto	ditto	ditto	ditto	ditto.
124	Wellesbourne Steam Ploughing, Thrashing, and Sawing Company (Limited).	The sale, manufacture, and letting of agricultural implements, &c.	Wellesbourne, county Warwick.	8 Oct.	9	25	1,500	30	25	50	1,250	9	Still in operation.
125	Fremator Granite Quarries Company (Limited).	Stone quarrying	56, King William-street, E.C.	8 Oct.	7	107	30,000	6,000	No return	No return	No return	No return	Being wound up.
126	Bentham Gas Company (Limited).	The manufacture and sale of gas	No return	8 Oct.	7	45	2,000	400	ditto	ditto	ditto	ditto	Supposed to be still in operation.
127	Cardiff Engineering Company (Limited).	Railway engineering generally	No return	9 Oct.	8	181	20,000	1,000	ditto	ditto	ditto	ditto	ditto.
128	Pacific Bank (Limited), now called the London Bank of Mexico and South America (Limited).	Banking	10, King William-street, E.C.	9 Oct.	7	7	1,200,000	40,000	18,012	20	360,220	428	Still in operation.
129	Bathias Patent Indicator Company (Limited).	The manufacture and sale of patent indicators.	83, Lombard-street, E.C.	10 Oct.	7	70	15,000	1,500	No return	No return	No return	No return	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1867:			£.			£. s. d.	£. s. d.		
130	Parkfield Iron Company (Limited).	Iron mining - - - -	Parkfield, parish of Sedgeley, Stafford.	10 Oct. -	7	7	100,000	10,000	2,466	10 - -	24,660 - -	42	Still in operation.
131	Peruvian Mineral Company (Limited).	Silver mining - - - -	41, Threadneedle-street, E.C.	10 Oct. -	7	22	9,000	360	No return	No return	No return -	No return	Supposed to be still in operation.
132	National Standard Plate Glass Insurance Company (Limited).	The insurance of glass - -	27, Coleman-street, E.C.	12 Oct. -	7	11	2,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
133	Barnstaple Gas Company (Limited).	The manufacture and sale of gas.	8, Little Quay, Barnstaple, Devon.	12 Oct. -	7	28	10,000	1,000	619	- 10 -	309 10 -	130	Still in operation.
134	Industrial Loan and Investment Company (Limited).	Lending money, &c. - -	20, Great George-street, Westminster.	14 Oct. -	7	421	50,000	50,000	No return	No return	No return -	No return	Supposed to be still in operation.
135	Park Coal Company (Limited)	Coal mining - - - -	Park Farm, Liversedge, near Normanton.	15 Oct. -	7	130	10,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
136	Sir Edward Lead Mining Company (Limited).	Lead mining - - - -	61, Princess-street, Manchester.	16 Oct. -	9	1,850	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
137	Commercial Discount and Finance Company (Limited)	Lending money - - -	49, South Molton-street, Grosvenor-square, London.	16 Oct. -	7	70	2,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
138	London and Westminster Co-operative Stores (Limited).	Manufacturing, purchasing, and selling provisions.	No return - - -	16 Oct. -	7	335	10,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
139	London Clerks' Club (Limited).	Carrying on a club - - -	6, Martin's-lane, Cannon-street, E.C.	17 Oct. -	7	7	25,000	25,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
140	South Salop Mining Company (Limited).	Lead mining - - - -	The White Grite, Shelve, Salop.	18 Oct. -	7	45	20,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
141	Bedfordshire Middle Class Public School Company (Limited).	Foundation and carrying on of a public school.	18, St. Cuthbert's-street, Bedford.	19 Oct. -	11	132	20,000	800	800	20 - -	7,770 - -	60	Still in operation.
142	Brighton Grammar and Commercial School (Limited).	Establishing a school at Brighton	47, Grand Parade, Brighton, Sussex.	24 Oct. -	7	7	2,000	200	19 3 5	5 - - 10 - - 7 10 -	490 - -	67	- ditto.
143	Levant Mineral Company (Limited).	Mining emery stone in Turkey -	2, New Broad-street, E.C.	25 Oct. -	7	917	20,000	1,000	No return	No return	No return -	No return	Supposed to be still in operation.
144	Cefn Brwyno Mining Company (Limited).	Mining in Wales - - -	No return - - -	25 Oct. -	7	110	15,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
145	European Breech-Loading Fire Arms Company (Limited).	The manufacture and sale of fire-arms.	43, Parliament-street, Westminster.	26 Oct. -	7	7	30,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
146	Haslingden Public Hall Company (Limited).	Providing rooms for public meetings.	Blackburn-road, Haslingden, Lancashire.	28 Oct. -	7	70	5,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
147	Gateshead Masonic Hall Company (Limited).	The erecting a hall for masonic or other purposes at Gateshead.	20, West Parade, Newcastle.	28 Oct. -	7	17	1,200	120	120	1 10 -	180 - -	59	Still in operation.
148	Ystrad Rhondda Gas and Coke Company (Limited).	The manufacture and sale of gas	No return - - -	28 Oct. -	8	8	2,500	500	No return	No return	No return -	No return	Supposed to be still in operation.
149	Union Coal and Iron Company (Limited).	Coal and iron mining - -	Spring Vale Colliery, Sedgley, Stafford.	29 Oct. -	7	1,520	50,000	5,000	1,645 320	2 - - 10 - -	10,236 - -	64	Still in operation.
150	Yatton Gas Consumers' Company (Limited).	The manufacture and sale of gas	Mr. Beamble's, Solicitor, Yatton, Somerset.	29 Oct. -	9	145	1,500	300	No return	No return	No return -	No return	Supposed to be still in operation.

151	Laxey-Neath Smelting Company (Limited).	Mining operations in Glamorganshire.	5, Wellington-buildings, South Castle-street, Liverpool.	30 Oct.	8	1,101	25,000	2,500	ditto	ditto	ditto	ditto	ditto.
152	Chwarel Fawr Slate Company (Limited).	Slate quarrying	Carnarvon	31 Oct.	10	408	8,500	1,700	ditto	ditto	ditto	ditto	ditto.
153	Nova Scotia and New Brunswick (Intercolonial) Railways Company (Limited).	Construction of a railway from Truro to New Brunswick.	6, Westminster-chambers, Victoria-street.	31 Oct.	7	70	600,000	30,000	600	20 – – Issued as fully paid up.	12,000 – –	9	Still in operation.
154	Legal, Medical, and Universities Life Assurance Company (Limited).	Life assurance	4, Trafalgar-square, W.C.	31 Oct.	7	7	2,000	400	157	1 – –	nil	10	ditto.
155	Ystrad Gas and Water Company (Limited).	Supplying gas and water to Ystradyfodwg, &c., in the county of Glamorgan.	28, Canon-street, Aberdare, Glamorgan.	1 Nov.	7	305	25,000	2,500	1,094	2 – –	2,138 – –	57	ditto.
156	Standish Carriage Company (Limited).	Conveyance of passengers and parcels.	Standish, near Wigan, Lancashire.	1 Nov.	7	60	300	300	No return	No return	No return	No return	Supposed to be still in operation.
157	Croscrombe Chemical Company (Limited).	Dealing in chemicals, &c.	16, Austin Friars, E.C.	2 Nov.	7	55	40,000	4,000	ditto	ditto	ditto	ditto	ditto.
158	New Bersham Paper Company (Limited).	Paper makers	Bersham, near Wrexham, Denbighshire.	4 Nov.	8	50	5,000	50	ditto	ditto	ditto	ditto	ditto.
159	Carter Edwards' Breech-Loading Rifle Company (Limited).	Breech-loading gunmakers	209, Gresham House, Old Broad-street, E.C.	4 Nov.	7	1,000	1,000	1,000	1,000	1 – –	1,000 – –	7	Still in operation.
160	Colorado Copper Company (Limited).	Copper mining	New Adelphi-chambers, 12, John-street, Adelphi, Middlesex.	5 Nov.	7	7	150,000	50,000	No return	No return	No return	No return	Supposed to be still in operation.
161	Bristol Soap and Trading Company (Limited).	Soap manufacturers, oil and grease refiners, &c.	The Works, Ashton Gate, Bedminster, Bristol.	5 Nov.	7	114	50,000	1,000	ditto	ditto	ditto	ditto	ditto.
162	Holywell Spelter and Chemical Company (Limited).	The procuring and producing spelter and salts of zinc, and ammonia, &c.	Greenfield, near Holywell, Flint.	6 Nov.	10	26	8,000	80	ditto	ditto	ditto	ditto	ditto.
163	Auvergne Thermo-Mineral Springs Company (Limited).	Purchasing and working certain mineral springs and bathing establishments.	77, Cannon-street, E.C.	6 Nov.	7	350	120,000	24,000	ditto	ditto	ditto	ditto	ditto.
164	Ipu Mining Company (Limited).	Mining in Brazil	No return	6 Nov.	8	24,000	40,000	40,000	ditto	ditto	ditto	ditto	ditto.
165	Colonial Assurance Corporation (Limited).	Life, marine, cattle, hailstorm, and plate glass insurance.	7, Bank-buildings, Old Jewry, E.C.	7 Nov.	7	850	100,000	50,000	851	1 – –	441 13 4	9	Still in operation.
166	Shiffnal Market Hall Company (Limited).	Erecting a building to be used as a market hall.	High-street, Shiffnal, Salop.	9 Nov.	7	90	1,500	300	No return	No return	No return	No return	Supposed to be still in operation.
167	Legal Co-operative Supply Association (Limited).	Supplying goods to shareholders and others.	40, Chancery-lane, London.	11 Nov.	7	73	5,000	1,000	ditto	ditto	ditto	ditto	ditto.
168	Paraffin Wax Company (Limited).	The refining of paraffin, &c.	No return	12 Nov.	7	7	12,000	12,000	ditto	ditto	ditto	ditto	ditto.
169	Stannon China Clay Company (Limited).	Mining for china clay, &c.	No return	14 Nov.	7	165	2,500	250	220	6 – –	1,320 – –	16	Still in operation.
170	Cerro de Pasco Mineral Railway Company (Limited).	Making and working a railway in Peru.	No return	15 Nov.	7	75	260,000	13,000	No return	No return	No return	No return	Supposed to be still in operation.
171	London General Street Tramway Company (Limited).	The laying down and maintaining street tramways.	11, Bridge-street, Westminster.	15 Nov.	7	27	500,000	50,000	ditto	ditto	ditto	ditto	ditto.
172	Vernon, Heath, and Company (Limited).	Fine art and general publishers, photographers, &c.	43, Piccadilly, Middlesex	18 Nov.	7	1,207	3,507	3,507	3,507	1 – –	3,507 – –	11	Still in operation.
173	John Whiteley and Company (Limited).	Paper makers	Firth House, Hamland, Halifax, Yorkshire.	18 Nov.	9	150	20,000	400	No return	No return	No return	No return	Supposed to be still in operation.
174	Wendover Gas Company (Limited).	The manufacture and sale of gas.	No return	20 Nov.	8	110	1,500	300	ditto	ditto	ditto	ditto	ditto.
175	Morecambe Pier Company (Limited).	Building and carrying out a pier and jetty at Morecambe.	School-house, Church-square, Morecambe.	21 Nov.	7	90	10,000	2,000	1,283	– 10 –	591 10 –	71	Still in operation.
176	Tyn-y-ceunant Slate and Slab Quarry Company (Limited).	Slate quarrying	No return	22 Nov.	7	175	25,000	5,000	No return	No return	No return	No return	Supposed to be still in operation.
177	Ditton Coal and Iron Company (Limited).	Working coal, ironstone, and other mines.	No return	22 Nov.	7	174	18,000	180	ditto	ditto	ditto	ditto	ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1867:			£.			£. s. d.	£. s. d.		
178	Anglo-Argentine Company (Limited).	Purchasing and working mines in the Argentine Republic, or elsewhere, in South America.	52, Moorgate-street, E.C.	23 Nov.	7	328	50,000	50,000	12,258	1 – –	12,158 – –	84	Still in operation.
179	National Economic Advertising Company (Limited).	Advertising agents	27, Moorgate-street, E.C.	23 Nov.	8	159	100,000	100,000	No return	No return	No return	No return	Supposed to be still in operation.
180	Lands Allotment Company (Limited).	Dealing in land	Allhallows Chambers, 49, Lombard-street, E.C.	25 Nov.	8	8	50,000	5,000	ditto	ditto	ditto	ditto	ditto.
181	Blake and Company (Limited)	Tavern and dining-room keepers	No return	26 Nov.	7	27	10,000	40	ditto	ditto	ditto	ditto	ditto.
182	London Meat Company (Limited).	Buying and selling meat, poultry, &c.	No return	26 Nov.	7	7	20,000	20,000	ditto	ditto	ditto	ditto	ditto.
183	Arlesey Gas Company (Limited).	The manufacture and sale of gas.	No return	26 Nov.	8	40	2,500	500	ditto	ditto	ditto	ditto	ditto.
184	Keymer and Ditchling Gas Company (Limited).	The manufacture and sale of gas.	No return	26 Nov.	8	60	3,000	600	ditto	ditto	ditto	ditto	ditto.
185	New Erwfelin Lead Mining Company (Limited).	Lead mining	61, Seel-street, Liverpool	27 Nov.	7	652	8,000	2,000	ditto	ditto	ditto	ditto	ditto.
186	Imperial Mining Company (Limited).	Gold, silver, lead, &c., mining	No return	27 Nov.	7	270	36,000	12,000	288 7,440 3,032	3 – – 2 – – 1 15 –	20,045 2 –	136	Still in operation.
187	Athens and Piræus Railway Company (Limited).	Constructing and working of a railway from Athens to the Port of Piræus.	26, Martins-lane, Cannon-street, E.C.	29 Nov.	7	107	120,000	6,000	107	20 – –	2,040 – –	7	ditto.
188	F. Parker and Company (Limited).	Edge tool manufacturers	Sutton Works, Aston, Warwickshire.	30 Nov.	7	750	10,000	1,000	No return	No return	No return	No return	Supposed to be still in operation.
189	Shakspeare Manufacturing Company (Limited).	Manufacture of writing inks, pens, pencils, perfumery, blacking, and sealing wax.	No return	2 Dec.	7	81	10,000	2,000	ditto	ditto	ditto	ditto	ditto.
190	Greenhithe Gas Company (Limited).	Supplying Greenhithe with gas	No return	2 Dec.	7	125	4,000	800	ditto	ditto	ditto	ditto	ditto.
191	Bedfordshire Newspaper and Printing Company (Limited).	Printing and publishing a newspaper (Bedfordshire Advertiser).	65, Harper-street, Bedford.	2 Dec.	7	118	1,250	1,000	ditto	ditto	ditto	ditto	ditto.
192	Sonora Silver Mining Company (Limited).	Gold and silver mining	No return	3 Dec.	7	7	100,000	40,000	ditto	ditto	ditto	ditto	ditto.
193	Midland Chemical Works and Panoline Manufacturing Company (Limited).	The manufacture and sale of a dyeing material.	No return	3 Dec.	7	70	50,000	10,000	ditto	ditto	ditto	ditto	ditto.
194	Caterham Gas Company (Limited).	The manufacture and sale of gas	No return	3 Dec.	8	31	3,000	600	ditto	ditto	ditto	ditto	ditto.
195	Public Loan and Discount Company (Limited).	Lending money on security	32, Russell-street, Liverpool.	4 Dec.	12	385	20,000	4,000	ditto	ditto	ditto	ditto	ditto.
196	London and Westminster Plate Glass Insurance Company (Limited).	Plate glass insurance	21, Threadneedle-street, E.C.	4 Dec.	7	610	10,000	10,000	610	– 10 –	100 – –	7	Still in operation.
197	Hodnet Coal, Lime, and Salt Company (Limited).	The purchase and sale of coal, lime, salt, &c.	School-house, Hodnet, Salop.	7 Dec.	7	74	1,000	200	191	2 10 –	477 10 –	45	ditto.

198	Caerphilly Gas Light and Coke, and Waterworks Company (Limited).	Supplying Caerphilly with gas and water.	Court-house, Pontypridd, Glamorgan.	7 Dec. -	10	115	2,000	400	No return	No return	No return -	No return	Supposed to be still in operation.
199	Staffordshire Bolt, Nut, and Fencing Company (Limited).	The manufacture and sale of steel and iron goods.	Darlaston, Staffordshire -	9 Dec. -	7	220	15,000	1,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
200	People's Markets (Limited) -	The manufacture, purchase, and sale of articles of food, clothing, &c.	272, Whitechapel-road, Middlesex.	9 Dec. -	7	7	8,000	800	ditto -	ditto -	- ditto -	ditto -	- ditto.
201	Carnmarth Cornish Granite Quarries Company (Limited).	Granite quarrying - - -	No return - - -	9 Dec. -	7	7	6,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
202	Domestic Co-operative Institute (Limited).	The establishment of means of communication between employers and employed, and the purchase and sale of articles of domestic utility.	No return - - -	10 Dec. -	8	117	2,000	4,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
203	Hanley and Bucknall Coal Company (Limited).	Working coal mines at Bucknall	Bucknall, near Hanley, Staffordshire.	11 Dec. -	7	2,400	12,000	2,400	ditto -	ditto -	- ditto -	ditto -	- ditto.
204	Progress Assurance Company (Limited).	Life, fire, and marine insurance	17, Leadenhall-street, E.C.	16 Dec. -	7	350	2,000,000	400,000	33,930	1 - -	70,450 - -	51	Still in operation.
205	Cambridge Consumers Gas Company (Limited).	Supplying Cambridge with gas -	16, Sidney-street, Cambridge.	16 Dec. -	7	280	25,000	5,000	697	1 10 -	340 10 -	52	- ditto.
206	Sheerness Public Rooms Company (Limited).	Providing a public hall in Sheerness.	14, Edward-street, Banks Town, Sheerness, Kent.	17 Dec. -	9	102	5,000	1,000	457	1 - -	358 10 -	92	- ditto.
207	Anchor Life and Sick Assurance Company (Limited).	Life assurance and sick benefit society.	No return - - -	18 Dec. -	7	258	2,000	2,000	No return	No return	No return -	No return	Supposed to be still in operation.
208	Samuel Newbould and Company (Limited).	Steel manufacturers - - -	Bridge Field Works, Sheffield, Yorkshire.	18 Dec. -	7	245	100,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
209	Nictheroy (Brazil) Gas Company (Limited).	Lighting with gas the town of Nictheroy (Brazil).	7, Westminster Chambers, Victoria-street.	20 Dec. -	7	421	75,000	7,500	421	2 - -	842 - -	7	Still in operation.
210	Edenfield, Shuttleworth, and Bury Omnibus Company (Limited).	Conveyance of passengers, parcels, &c., by omnibus.	Penfold, Edenfield, near Bury.	20 Dec. -	13	65	700	700	No return	No return	No return -	No return	Supposed to be still in operation.
211	London Central Agency (Limited).	General agents - - - -	4, Trafalgar-square -	21 Dec. -	7	154	2,000	200	154	2 - -	154 - -	7	Still in operation.
212	Budleigh Salterton Hotel Company (Limited).	Erecting an hotel, and carrying on business of hotel and tavern keeper.	No return - - -	23 Dec. -	13	65	10,000	2,000	No return	No return	No return -	No return	Supposed to be still in operation.
213	Preston Co-operative Provision Society (Limited).	Provision and general dealers -	9, Chapel-street, Preston -	23 Dec. -	7	140	1,000	4,000	1,051	- 5 -	242 17 6	120	Still in operation.
214	Huelva Mineral Company (Limited).	Mining in Spain and elsewhere abroad.	4, Queen's-street, Newcastle-upon-Tyne.	27 Dec. -	9	295	3,000	300	No return	No return	No return -	No return	Supposed to be still in operation.
215	Barton-street Co-operative Company (Limited).	Grocers, provision merchants, &c.	No return - - -	27 Dec. -	10	41	500	50	ditto -	ditto -	- ditto -	ditto -	- ditto.
216	Eastern Credit Company (Limited).	Lending money - - -	No return - - -	27 Dec. -	8	650	5,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
217	Sassari Waterworks Company (Limited).	Supplying water to the town of Sassari in Sardinia.	8, Adam-street, Adelphi, Middlesex.	27 Dec. -	7	16	80,000	8,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
218	Javali Company (Limited) -	Working and developing the Javali mine.	4, Westminster Chambers, Victoria-street, Westminster.	28 Dec. -	7	5,085	100,000	50,000	43,396	- 10 -	20,668 - -	180	Still in operation.
219	London Credit and Discount Company (Limited).	Lending money - - -	No return - - -	30 Dec. -	7	7	2,000	400	No return	No return	No return -	No return	Supposed to be still in operation.
220	Dan's Chop and Restaurant Company (Limited).	Chop-house and refreshment-room keepers.	No return - - -	30 Dec. -	7	250	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
221	Cosmopolitan Ordnance Company (Limited).	Cannon founders and constructors and dealers in ordnance.	No return - - -	31 Dec. -	8	9	40,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
222	Iron Bridge Association (Limited).	The manufacture and sale of bridges, &c.	8, St. Mary Axe, Leadenhall-street, E.C.	31 Dec. -	7	310	20,000	20,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
223	Blake Sole Sewing Machine Company (Limited).	The manufacture of boots and shoes.	1, New City Chambers, 121, Bishopgate-street Within, E.C.	31 Dec. -	- -	This Company is limited by guarantee, and it has no capital to which these headings apply.							- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1868:			£.			£. s. d.	£. s. d.		
224	Platt Brothers and Company (Limited).	Engineers, &c.	Hartford New Works, Oldham, Lancashire.	1 Jan.	21	2,495	1,000,000	20,000	20,000	40 – –	800,000 – –	23	Still in operation.
225	Thames Valley Land and Building Society (Limited).	Dealing in land and buildings	No return	1 Jan.	7	7	50,000	10,000	No return	No return	No return	No return	Supposed to be still in operation.
226	Halkin Consolidated Lead Mines (Limited).	Lead and copper mining	No return	2 Jan.	7	7	20,000	20,000	ditto	ditto	ditto	ditto	ditto.
227	Brighton Marine Aquarium Company (Limited).	The establishment of a marine aquarium.	No return	2 Jan.	7	62	10,000	1,000	ditto	ditto	ditto	ditto	ditto.
228	Provincial Monetary Company (Limited).	Money dealing generally	No return	3 Jan.	10	57	4,000	800	ditto	ditto	ditto	ditto	ditto.
229	Howe Bridge Cotton Spinning Company (Limited).	Cotton spinning	Birchall-lane, Atherton, Manchester.	4 Jan.	8	220	50,000	5,000	ditto	ditto	ditto	ditto	ditto.
230	Bradford Brick and Tile Company (Limited).	The manufacture and sale of bricks, tiles, &c.	Wapping-road, Bradford, Yorkshire.	6 Jan.	9	440	15,000	750	ditto	ditto	ditto	ditto	ditto.
231	Builders and General Advance Association (Limited).	Lending money to builders and others on security.	110, Cannon-street, E.C.	6 Jan.	7	130	10,000	500	151	5 – –	531 – –	12	Still in operation.
232	Folkestone Bathing Establishment Company (Limited).	Providing baths, &c., at Folkestone.	39, Sandgate-road, Folkestone, Kent.	8 Jan.	11	14	4,000	40	No return	No return	No return	No return	Supposed to be still in operation.
233	Dewsbury United Brickmaking and Building Company (Limited).	Brick and tile making, &c.	Cemetery-road, Dewsbury, Yorkshire.	10 Jan.	11	58	2,000	400	ditto	ditto	ditto	ditto	ditto.
234	Irfon Coal, Lime, and General Supply Company (Limited).	Buying, selling, and dealing in coals, coke, &c.	No return	13 Jan.	10	65	2,000	400	ditto	ditto	ditto	ditto	ditto.
235	Robertsbridge Gaslight and Coke Company (Limited).	The manufacture and sale of gas	High-street, Robertsbridge, Sussex.	13 Jan.	7	7	1,200	250	ditto	ditto	ditto	ditto	Being wound up.
236	Lincoln Gold Company (Limited).	Gold mining in California	30, Moorgate-street, E.C.	14 Jan.	7	7	160,000	80,000	ditto	ditto	ditto	ditto	Supposed to be still in operation.
237	Franco-American Telegraph Company (Limited).	Establishing and maintaining telegraphic communication between England, France, and America.	No return	15 Jan.	10	200	1,000,000	100,000	ditto	ditto	ditto	ditto	ditto.
238	Pioneer Loan Company (Limited).	Lending money on security	37, Great Southsea-street, Southsea, Hants.	15 Jan.	14	410	1,000	2,000	ditto	ditto	ditto	ditto	ditto.
239	Oxford-road Finishing Company (Limited).	The finishing textile fabrics	8, York-street, Manchester.	15 Jan.	7	45	5,000	100	ditto	ditto	ditto	ditto	ditto.
240	Patent Safety Gun-cotton Company (Limited).	Gun-cotton manufacture	Works, Stowmarket	20 Jan.	7	754	45,000	4,500	ditto	ditto	ditto	ditto	ditto.
241	Cardiff Arcade Company (Limited).	The erection and completion of an arcade at Cardiff.	No return	20 Jan.	7	70	10,000	1,000	ditto	ditto	ditto	ditto	ditto.
242	Suburban Markets Company (Limited).	The erection and letting of public markets in the suburbs.	14, Cornhill, London, E.C.	20 Jan.	7	105	25,000	5,000	ditto	ditto	ditto	ditto	ditto.
243	Montgomeryshire Lead and Barytes Company (Limited).	Lead and barytes mining	1, St. Michael's House, Cornhill, London, E.C.	21 Jan.	7	960	4,000	1,000	ditto	ditto	ditto	ditto	ditto.
244	Padiham Cottage Building Company (Limited).	Building, selling, and letting cottages.	Bank-street, Padiham, Lancaster.	21 Jan.	9	170	3,000	300	ditto	ditto	ditto	ditto	ditto.
245	Pattersyke Mining Company (Limited).	Lead mining	21, Mosley-street, Newcastle-on-Tyne.	21 Jan.	7	4,400	6,400	6,400	ditto	ditto	ditto	ditto	ditto.

246	Masonic and General Fire and Life Insurance Company (Limited).	Life and fire insurance - -	No return - - -	23 Jan. -	7	35	1,000	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
247	Bentham Coal, Coke, and Gas Company (Limited).	The manufacture and sale of gas, coal, and coke.	Care of R. Wilcock, Bentham, near Lancaster.	24 Jan. -	20	136	2,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
248	Buxton Palace Hotel Company (Limited).	Hotel keepers - - - -	No return - - -	24 Jan. -	7	534	40,000	4,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
249	Upper Elbe Colliery Company (Limited).	Coal-mining - - - -	12, North-buildings, Broad-street Terminus, E.C.	30 Jan. -	7	35	30,000	15,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
250	Hayle Market House and Building Company (Limited).	Erecting a market house and public rooms.	Hayle Foundry, Phillack, Cornwall.	31 Jan. -	23	44	2,000	80	ditto -	ditto -	- ditto -	ditto -	- ditto.
251	Ware Gaslight and Coal and Coke Company (Limited).	Supplying gas, coal, and coke -	Corn Exchange, West-street, Ware, Herts.	31 Jan. -	22	540	7,000	3,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
252	Peona Lead Mining and Smelting Company (Limited).	Lead mining - - - -	9A, Great Saint Helens, E.C.	31 Jan. -	7	106	60,000	12,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
253	Ilfracombe Public Conveyance Company (Limited).	Coach proprietors - - -	18, High-street, Ilfracombe, Devon.	1 Feb. -	8	65	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
254	Grand Opera (Limited) - -	To carry on the Royal Italian Opera House.	26, Old Broad-street, E.C.	1 Feb. -	7	7	200,000	20,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
255	Prange's Estancia Company (Limited).	Breeders and graziers of horses, &c., in South America.	B., No. 2, Royal Bank Buildings, Dale-street, Liverpool.	3 Feb. -	7	42	120,000	240	ditto -	ditto -	- ditto -	ditto -	- ditto.
256	Mount Gabriel Copper Mine Company (Limited).	Copper mining - - - -	6, Queen-street-place, E.C.	3 Feb. -	7	214	1,500	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
257	Manchester Racecourse Company (Limited).	Constructing a racecourse at Salford.	4, Kennedy-street, Manchester.	3 Feb. -	14	200	40,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
258	Oswestry Loan Company (Limited).	Lending money - - -	Gibralter-house, Church-street, Oswestry, Salop.	4 Feb. -	7	160	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
259	Pump and Power Company (Limited).	To purchase the British and Indian patent rights of Mr. Hugh Forbes in his invention in apparatus for raising and propelling of water, and to manufacture such apparatus and machinery to which the same may be applied.	No return - - -	4 Feb. -	7	200	10	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
260	East Essex Freehold Estate Company (Limited).	Developing the resources of Pewit Island, Essex.	No return - - -	6 Feb. -	7	750	30,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
261	Crown Land and Building Company (Limited).	Buying, selling, letting, and dealing in land.	9c, New Broad-street, E.C.	8 Feb. -	7	205	100,000	20,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
262	Sefton Hall Company (Limited).	Erecting a public hall - -	91, Park-road, Liverpool	8 Feb. -	10	114	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
263	Foreign Protection Pump and Power Company (Limited.)	To purchase all the rights other than the British and Indian patent rights of Mr. Hugh Forbes out of his invention in apparatus for the raising and propelling of water and other fluids, &c.	No return - - -	10 Feb. -	7	200	10	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
264	Stoke Newington Assembly Rooms (Limited).	Building a public assembly room	Mr. Miller's Library, 1, Sister's-place, Church-street, Stoke Newington.	11 Feb. -	7	7	2,500	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
265	Land Company of London (Limited).	Building and investment - -	St. Clement's House, St. Clement's-lane, E.C.	11 Feb. -	7	7	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
266	Ragg's Patent Signal Company (Limited).	Manufacturing patent signals -	No return - - -	11 Feb. -	7	54	5,000	500	ditto -	ditto -	- ditto -	ditto -	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1868:			£.			£. s. d.	£. s. d.		
267	Aska Sugar Company (Limited).	Sugar growers, refiners, and manufacturers.	No return - - -	12 Feb. -	7	580	60,000	1,200	No return	No return	No return -	No return	Supposed to be still in operation.
268	Elementary Power Engine Company (Limited).	Manufacturing engines - -	No return - - -	12 Feb. -	7	7	30,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
269	Pentre United Steam Coal Collieries Company (Limited).	Coal mining - - - - -	No return - - -	12 Feb. -	7	7	100,000	20,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
270	West of England Marine Insurance Company (Limited).	Marine underwriting, and insurance of marine risks.	1, Cathedral-yard, Exeter	13 Feb. -	7	175	25,000	1,250	ditto -	ditto -	- ditto -	ditto -	- ditto.
271	Bagillt Colliery Company (Limited).	Working coal mines - - -	No return - - -	13 Feb. -	7	24	9,600	24	ditto -	ditto -	- ditto -	ditto -	- ditto.
272	General Accident and Guarantee Company (Limited).	Guaranteeing the fidelity of persons employed, and assuring against death, or personal injury, by accident.	No return - - -	14 Feb. -	7	7	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
273	Gadlys Uchaf Iron and Tin Plate Company (Limited).	Manufacture of iron and tin plate	No return - - -	14 Feb. -	7	60	7,000	140	ditto -	ditto -	- ditto -	ditto -	- ditto.
274	Cannock and Rugeley Colliery Company (Limited).	Coal mining - - - - -	Cannock Wood, Cannock, Stafford.	14 Feb. -	7	389	100,000	1,000	800	80 - -	64,000 - -	27	Still in operation.
275	Co-operative Colliery and Coal Supply Company (Limited).	Coal mining - - - - -	No return - - -	14 Feb. -	7	16	60,000	60,000	No return	No return	No return -	No return	Supposed to be still in operation.
276	Sanderson's Patents Association (Limited).	Working and licensing patents -	1, Pinner's-court, Old Broad-street, E.C.	15 Feb. -	7	10,000	10,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
277	Gwendraeith Valleys, Lime, Coal, and Railways Company (Limited).	Working and burning limestone, and completing the works of the Gwendraeith Valleys Railway.	No return - - -	15 Feb. -	7	35	100,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
278	Anglo-American Oil Company (Limited).	Dealing in oil - - - - -	No return - - -	17 Feb. -	7	140	500,000	50,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
279	Clerks' Supply Association (Limited).	Supplying articles of all kinds for domestic consumption.	8, Little Winchester-street, E.C.	17 Feb. -	7	70	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
280	Market Deeping Gas Light and Coke Company (Limited).	The manufacture and sale of gas	Market Deeping, Lincoln	19 Feb. -	10	130	3,000	300	ditto -	ditto -	- ditto -	ditto -	- ditto.
281	Birmingham Union Club Building Company (Limited).	Establishing a club - - -	21, Bennett's-hill, Birmingham.	20 Feb. -	7	20	14,000	280	ditto -	ditto -	- ditto -	ditto -	- ditto.
282	United Kingdom Provident Insurance Company (Limited).	Life insurance - - - - -	165, Strand, W.C. - -	22 Feb. -	7	70	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
283	Circular Delivery Company (Limited).	The delivery of circulars - -	317, High Holborn, Middlesex.	22 Feb. -	7	70	5,000	5,000	2,236	1 - -	2,226 - -	35	Still in operation.
284	Irish Horse Breeder's International Company (Limited).	The breeding and sale of horses -	11, Beaufort Buildings, Strand, W.C.	24 Feb. -	7	120	50,000	5,500	No return	No return	No return -	No return	Supposed to be still in operation.
285	Dartmouth Mutual Marine Association (Limited).	Marine insurance - - - -	Coombe, Dartmouth, Devon.	24 Feb. -	- -	This Company is limited by guarantee, and it has no capital to which these headings apply.							- ditto.
286	Chudleigh Gas Company (Limited).	The manufacture and sale of gas	Fore-street, Chudleigh, Devon.	24 Feb. -	7	56	2,000	400	No return	No return	No return -	No return	- ditto.
287	Excursion Steam Boat Company (Limited).	Building and running an excursion steamboat.	19, Craven-street, Strand	25 Feb. -	7	28	500	100	ditto -	ditto -	- ditto -	ditto -	- ditto.
288	Old Westminster Mining Company (Limited).	Working the old Westminster and other mines in the county of Denbigh.	No return - - -	25 Feb. -	7	7	10,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.

289	Hornchurch Gas Company (Limited).	The manufacture and sale of gas	No return - - - -	25 Feb. -	7	49	3,000	600	ditto -	ditto -	- ditto -	ditto -	- ditto.
290	Capel Banhaglog, or East Mid-Wales Lead Mining Company (Limited).	Lead mining - - - - -	No return - - -	26 Feb. -	7	7	15,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
291	Institute and Coal Trade Chambers Company (Limited).	The erection and letting of buildings to members of the coal trade, &c.	Neville Hall, Westgate-street, Newcastle-upon-Tyne.	28 Feb. -	8	142	12,000	600	ditto -	ditto -	- ditto -	ditto -	- ditto.
292	North Western Deposit and Credit Bank (Limited).	Lending money on security -	Milton Hall, 41, Kentish Town-road, Camden Town, N.W.	28 Feb. -	7	70	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
293	Westphalian Silver, Lead, and Copper Mining Company (Limited).	Lead mining - - - - -	5, Westminster Chambers, Victoria-street, S.W.	29 Feb. -	7	7	10,000	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
294	Sandgate Town Hall Company (Limited).	Erecting an assembly room, reading rooms, &c.	Sandgate, Kent - -	3 March	13	96	2,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
295	Upwell Public Hall Company (Limited).	Erecting and letting a public hall at Upwell.	No return - - -	3 March	7	140	700	700	ditto -	ditto -	- ditto -	ditto -	- ditto.
296	United Club and Hotel Company (Limited).	Hotel keepers - - - - -	24, Charles-street, St. James's-square.	5 March	7	1,200	15,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
297	Sheffield Wagon Company (Limited).	Letting, leasing, selling, and supplying wagons to railway companies, &c.	Prideaux Chambers, Change-alley, Sheffield.	9 March	7	285	100,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
298	Stafford Colliery Company (Limited).	Coal, tin, iron, and copper mining.	No return - - -	9 March	7	38	20,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
299	Land and Building Company (Limited).	Dealing in land and buildings -	13, South-square, W.C. -	10 March	9	90	20,000	4,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
300	North West of England China, Stone, and Clay Company (Limited).	Procuring and disposing of china, clay, and stone.	Ethelburga House, 70, Bishopsgate-street.	11 March	7	610	25,000	25,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
301	Sao Vicente Mining Company (Limited).	Mining in Brazil - - -	No return - - -	11 March	7	220	50,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
302	London Co-operative Commissariat (Limited).	Supplying members with articles of domestic and general use.	54, Parliament-street, Westminster.	11 March	8	728	10,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
303	Autotype Printing and Publishing Company (Limited).	Printing and publishing - -	No return - - -	12 March	7	21	15,000	150	ditto -	ditto -	- ditto -	ditto -	- ditto.
304	Castell Cidwm Slate Quarry Company (Limited).	Slate quarrying - - -	Glanllyn Quellyn, Carnarvon.	12 March	7	146	20,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
305	Marylebone Lodging-house Company (Limited).	Providing lodging accommodation for the poorer classes.	3, 4, and 5, Little Grove-street, Lisson Grove.	12 March	7	48	3,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
306	London Lubricating Oil and Patent Paint Company (Limited).	Manufacture of paints of all kinds.	No return - - -	12 March	7	150	5,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
307	Descubriadora Mining Company (Limited).	Mining in Mexico - - -	63, Lincoln's Inn Fields -	12 March	7	915	25,000	12,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
308	Bouldnor Land Company (Limited).	The acquisition of land at Yarmouth, and disposing of same for building purposes.	9, Mincing-lane, E.C. -	13 March	7	155	50,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
309	Denaby Main Colliery Company (Limited).	Coal mining - - - - -	Denaby, near Rotherham	13 March	9	9	110,400	1,840	ditto -	ditto -	- ditto -	ditto -	- ditto.
310	Hertford Oil Seed Crushing Company (Limited).	Oil seed crushing - - -	Fore-street, Hertford -	16 March	10	50	50,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
311	Hawkhurst Gas Company (Limited).	Erection of gas works, and sale of coal, coke, &c.	Mr. S. Doubell, Colonade, High Gate, Hawkhurst, Kent.	17 March	9	90	2,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
312	Brading Harbour Oyster Fishery and Breeding Company (Limited).	Oyster cultivation - - -	No return - - -	17 March	7	34	15,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
313	Crown Mutual Advance Company (Limited).	Lending money - - -	Memorial House, Poplar	17 March	9	180	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89) as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1868:			£.			£. s. d.	£. s. d.		
314	Dolgelley Market Hall and Public Rooms Company (Limited).	Building, erecting, and letting a market hall and public rooms at Dolgelley.	Bridge-street, Dolgelley, Merionethshire.	18 March	9	75	2,000	400	No return	No return	No return -	No return	Supposed to be still in operation.
315	Australian United Gold Mining Company (Limited).	Gold mining in the colony of Victoria.	No return - - -	18 March	7	7	50,000	20,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
316	Walsall Agricultural Hall Company (Limited).	Constructing and using buildings for the purpose of an agricultural hall.	10, Bridge-street, Walsall	19 March	7	300	3,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
317	Great Northern Manganese Company (Limited).	Dealing in manganese, coal, and cannel.	7, South-parade, Saint Mary's, Manchester.	23 March	7	50	15,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
318	Guernsey Vale Granite Company (Limited).	Stone quarrying - - -	No return - - -	25 March	7	320	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
319	Liverpool Warehouse Company (Limited).	The purchase, erection, and letting of warehouses.	3, Lord-street, Liverpool	25 March	7	60	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
320	Clarendon Club Company (Limited).	To provide a clubhouse suitable for a club for social intercourse at Manchester.	No return - - -	26 March	7	14	15,000	300	ditto -	ditto -	- ditto -	ditto -	- ditto.
321	National Provincial Assurance Company (Limited).	Fire and marine insurance -	11, Serle-street, Lincoln's-inn, W.C.	27 March	7	320	50,000	50,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
322	Scarborough Grand Stand and Race Course Company (Limited).	Promoting racing at Scarborough.	3, Albion-place, Westborough, Scarborough, Yorkshire.	28 March	7	60	2,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
323	North Wales Slate Company (Limited).	Slate quarrying - - -	8, Northern Assurance Chambers, Tithebarn-street, Liverpool.	28 March	7	625	50,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
324	Civil Service Legal and Commercial Co-operative Coal Company (Limited).	Supplying coal, &c., to its shareholders and the public.	447, Strand, W.C. - -	30 March	7	7	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
325	Grimsby and Cleethorpes Ice Company (Limited).	Dealing in ice - - - -	Royal Dock, Great Grimsby, Lincolnshire.	30 March	13	123	2,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
326	Birkenhead Guardian Newspaper Company (Limited).	Conducting a weekly newspaper	87, Argyle-street, Birkenhead.	1 April	7	10	2,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
327	Stanley Coal Company (Limited).	Coal mining - - - -	No return - - -	3 April	7	1,000	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
328	Kilmorey Lead Mining Company (Limited).	Lead mining - - - -	28, Queen-street, Chester	3 April	8	361	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
329	Calcutta Metropolitan Railway (Limited).	Establishing and working a railway at Calcutta.	No return - - -	3 April	7	7	1,500,000	75,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
330	British Alliance Assurance Corporation (Limited).	Life insurance - - - -	No return - - -	4 April	7	155	100,000	100,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
331	United Land Company (Limited).	Dealing in land generally - -	33, Norfolk-street, Strand, W.C.	6 April	8	400	250,000	50,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
332	Burnley Land, Building, and Loan Company (Limited).	Dealing in land and buildings, and lending money.	No return - - -	7 April	7	70	5,000	500	ditto -	ditto -	- ditto -	ditto -	- ditto.
333	Self-Acting Sewing Machine Company (Limited).	The construction and sale of sewing machines.	445, West Strand, W.C. -	8 April	7	52	21,000	4,200	ditto -	ditto -	- ditto -	ditto -	- ditto.
334	Indo-European Telegraph Company (Limited).	Working telegraphs between England and India.	Bartholomew House, Bartholomew-lane, E.C.	8 April	8	1,600	450,000	18,000	ditto -	ditto -	- ditto -	ditto -	- ditto.

335	Adelphi Loan and Discount Company (Limited).	Lending money on various securities.	21, High-street, Longton, Staffordshire.	14 April	8	140	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
336	Household Fuel Company (Limited).	The manufacture and sale of artificial fuel.	Railway Arches, 79 and 80, Vauxhall-square, Vauxhall, Surrey.	15 April	7	30	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
337	Ebbw Vale, Steel, Iron, and Coal Company (Limited).	Ironmasters, engineers, &c. -	7, Laurence Pountney-hill, E.C.	15 April	7	7	2,383,200	74,475	ditto -	ditto -	- ditto -	ditto -	- ditto.
338	Cliftonville Hotel Company (Margate) (Limited).	Hotel and tavernkeepers - -	8, Old Jewry, E.C.	17 April	7	227	30,000	12,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
339	Standard Land and Investment Society (Limited).	Buying, selling, letting, and dealing in lands, messuages, and hereditaments.	No return - - -	17 April	7	385	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
340	Princes Theatre Company (Limited).	Erecting a theatre in Manchester.	Bale-street, Manchester -	18 April	7	525	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
341	La Mancha Irrigation and Land Company (Limited).	Application of the waters of the Lagunas de Rindera to irrigation.	1, Winchester-buildings, Great Winchester-street, E.C.	18 April	7	7	1,000,000	50,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
342	West of England Iron Ore Company (Limited).	Mining for iron ore - - -	2, Suffolk-lane, E.C. -	18 April	7	230	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
343	Falcon Cliff Mining Company (Limited).	Mining in all its branches -	No return - - -	18 April	7	650	30,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
344	Manchester Tradesmen's Loan and Discount Company (Limited).	Lending money on security -	31, Byron-street, Manchester.	20 April	12	85	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
345	Waldegrave Lead Smelting Company (Limited).	Lead mining - - - -	No return - - -	20 April	7	3,350	8,192	4,096	ditto -	ditto -	- ditto -	ditto -	- ditto.
346	Aylesbury Dairy Company (Limited).	Carrying on the business of a dairy.	33, Hereford-road, Bayswater.	23 April	7	7	10,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
347	Crown Candle and General Co-operative Company (Limited).	Grocers, tallow chandlers, &c. -	3, Wigmore-street, Cavendish-square, London.	24 April	7	16	50,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
348	Cooper and Company (Limited)	Cow milking machine manufacturers.	3, Fargate, Sheffield -	24 April	16	200	400	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
349	Atlas Advance and Investment Company (Limited).	Lending money on security -	No return - - -	25 April	7	70	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
350	Crowle Market Company (Limited).	Erecting a new market house at Crowle, in the county of Lincoln.	No return - - -	28 April	40	203	1,200	240	ditto -	ditto -	- ditto -	ditto -	- ditto.
351	New Brunswick Cannel Coal Company (Limited).	Coal mining - - - -	No return - - -	28 April	8	8	125,000	12,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
352	British Lion Newspaper Company (Limited).	To purchase the copyright in the British Lion newspaper, and print and publish same.	232, Strand, W.C. - -	28 April	7	94	2,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
353	Oswaldtwistle Gas Company (Limited).	The manufacture and sale of gas.	189, Union-road, Oswaldtwistle, Lancashire.	29 April	10	340	6,000	600	ditto -	ditto -	- ditto -	ditto -	- ditto.
354	Thrapston Market Company (Limited).	The improvement and development of fairs and markets at Thrapston.	Office of Messrs. Archbould and Hawkins, Fair-lane, Thrapston, Northampton.	29 April	7	64	1,000	200	ditto -	ditto -	- ditto -	ditto -	- ditto.
355	Portland Waterworks Company (Limited).	Supplying Portland with water -	No return - - -	1 May	7	50	5,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
356	Swindon General Omnibus and Conveyance and Parcels Delivery Company (Limited)	The conveyance of passengers, goods, and parcels.	Bell Hotel, High-street, Swindon, Wilts.	1 May	7	80	500	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
357	Terfynant General Cemetery Company (Limited).	Establishing a cemetery - -	No return - - -	2 May	7	60	1,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
358	New Dale Mine (Limited) -	Copper, tin, and lead mining -	No return - - -	4 May	7	1,501	5,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
359	Chilham Consumers' Gas Company (Limited).	The erection of gasworks at Chilham, in Kent, and supplying Chilham and neighbourhood with gas.	Mr. Faulkner's, Woolpack Inn, Chilham, Kent.	4 May	8	165	2,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
360	Emsworth Dredgermen's Co-operative Society (Limited).	To establish, maintain, and cultivate the oyster and mussel fisheries at Emsworth, Chichester.	1, King-street, Emsworth, Hants.	5 May -	14	100	4,000	800	No return	No return	No return -	No return	Supposed to be still in operation.
361	Brighouse Brick, Tile, and Stone Company (Limited).	Manufacturing bricks, tiles, drainage-pipes, &c.	Works, Gooder-lane, Rastrick, Halifax, Yorkshire.	5 May -	8	800	16,000	800	ditto -	ditto -	- ditto -	ditto -	- ditto.
362	West Brompton and Chelsea Labouring Classes' Dwelling-house Company (Limited).	Providing dwelling-houses for the labouring class.	15, Gloucester Grove west, Old Brompton, W.	7 May -	7	70	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
363	Manchester, Salford, and General Publicity and Advertising Company (Limited).	To establish a new system of advertising.	50, Windmill-street, Manchester.	7 May -	7	60	2,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
364	South of England Land Company (Limited).	Carrying on the business of a land company in all branches and departments.	41, Sackville-street, Southsea, Southampton.	8 May -	8	168	20,000	2,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
365	Carmarthen Gas Consumers' Company (Limited).	Manufacture and sale of gas -	No return - - - -	8 May -	12	183	7,000	700	ditto -	ditto -	- ditto -	ditto -	- ditto.
366	London Suburban Bank (Limited).	Bankers - - - - -	262, Fulham-road, Brompton, Middlesex.	8 May -	7	510	50,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
367	Moretonhampstead Gaslight, Coal, and Coke Company (Limited).	Supplying Moretonhampstead (Devon) with gas, and for the sale of coal and coke.	No return - - -	1868: 9 May -	7	56	1,250	250	ditto -	ditto -	- ditto -	ditto -	- ditto.
368	Mold Mines (Limited) - -	Lead mining - - - - -	The Mold Mines, Mold, Flint.	9 May -	7	7	30,000	6,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
369	Commercial Brewery Company (Limited).	Brewing, buying, and selling ale and porter.	No return - - -	9 May -	7	9	2,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
370	Haddenham Gas Company (Limited).	Supplying the inhabitants of Haddenham with gas.	Haddenham, county of Cambridge.	9 May -	7	46	1,200	240	ditto -	ditto -	- ditto -	ditto -	- ditto.
371	Longlee Land Building and Farming Company (Limited).	Dealing in land, building, and farming.	Sugden's-place, or Fleece Mills, Keighley, York.	11 May -	8	44	1,760	44	ditto -	ditto -	- ditto -	ditto -	- ditto.
372	Assam Petroleum Company (Limited).	Selling, dealing in, and disposing of petroleum.	No return - - -	12 May -	7	175	50,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
373	Bedford Public Baths Company (Limited).	The erection and carrying on public baths and washhouses.	Dame Alice-street, Bedford.	15 May -	7	27	3,000	1,200	ditto -	ditto -	- ditto -	ditto -	- ditto.
374	Exeter Steam Ship Company (Limited).	The conveyance of goods and merchandise in ships and boats between London and Exeter.	4, Gandy-street, Exeter -	16 May -	7	35	4,000	400	ditto -	ditto -	- ditto -	ditto -	- ditto.
375	Derby Commercial Bank (Limited).	Banking - - - - -	Derby - - - - -	18 May -	13	1,600	200,000	10,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
376	Disley Discount Loan and Investment Company (Limited).	Lending money on security -	Adjoining the "Ram's Head," Disley, near Stockport, Cheshire.	18 May -	9	25	2,000	100	ditto -	ditto -	- ditto -	ditto -	- ditto.
377	Anglo-Mediterranean Telegraph Company (Limited).	Maintaining a telegraph between England and Egypt.	No return - - -	18 May -	7	175	260,000	26,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
378	Barnstaple Masonic Hall Company (Limited).	Purchasing and letting a masonic hall.	1, Queen Ann-place, Quay, Barnstaple.	18 May -	7	35	500	100	ditto -	ditto -	- ditto -	ditto -	- ditto.

379	New Westminster Mining Company (Limited).	Mining	12, Old Jewry Chambers, London.	19 May	7	335	42,000	6,000	ditto	ditto	ditto	ditto	ditto.
380	Home Counties Land Company (Limited).	Buying and selling land and lending money on security of same.	No return	19 May	8	400	50,000	10,000	ditto	ditto	ditto	ditto	ditto.
381	Life Assurance Union (Limited).	Life assurance	54, Parliament-street, S.W.	20 May	8	530	100,000	100,000	ditto	ditto	ditto	ditto	ditto.
382	Huasco Railway Company (Limited).	Making a railway in the Republic of Chili.	No return	21 May	7	270	100,000	10,000	ditto	ditto	ditto	ditto	ditto.
383	Patent Metallic Air-Tight Coffin Company (Limited).	The manufacture and sale of air-tight coffins.	No return	21 May	7	58	1,000	100	ditto	ditto	ditto	ditto	ditto.
384	Darenth Vale Gas Company (Limited).	The manufacture and sale of gas.	No return	25 May	7	57	10,000	1,000	ditto	ditto	ditto	ditto	ditto.
385	Cannock Market Hall Company (Limited).	Erecting a market hall at Cannock, in the county of Stafford.	No return	25 May	10	220	2,000	2,000	ditto	ditto	ditto	ditto	ditto.
386	Langley Mill and Heanor Gaslight and Coke Company (Limited).	The manufacture and sale of gas	Langley Mills	25 May	10	585	5,000	1,000	ditto	ditto	ditto	ditto	ditto.
387	Cornwall Slate Slab Company (Limited).	Purchasing and working certain slate quarries.	13, Old Jewry Chambers, London, E.C.	25 May	7	7	30,000	10,000	ditto	ditto	ditto	ditto	ditto.
388	Queen of England Fire and Life Insurance and Loan Company (Limited).	Fire and life insurance, &c.	No return	26 May	7	39	25,000	10,000	ditto	ditto	ditto	ditto	ditto.
389	Widnes Metal Company (Limited).	Metal extractors, smelters, and dealers in metals, &c.	West Bank, Widnes, Lancashire.	27 May	7	80	2,000	200	ditto	ditto	ditto	ditto	ditto.
390	Abraham, Lord, and Company (Limited).	Working a mill and selling produce thereof.	No return	27 May	7	29	9,600	48	ditto	ditto	ditto	ditto	ditto.
391	Wallsend Cement Company (Limited).	Cement manufacturers	20, Sandhill, Newcastle-on-Tyne.	28 May	8	218	30,000	600	ditto	ditto	ditto	ditto	ditto.
392	Hailsham Cattle Market Company (Limited).	Providing a cattle market in Hailsham.	No return	28 May	7	35	2,000	200	ditto	ditto	ditto	ditto	ditto.
393	Britannia Life Assurance and Investment Company (Limited).	Life assurance	1, Lancaster-place, Strand, W.C.	28 May	7	250	100,000	100,000	ditto	ditto	ditto	ditto	ditto.

II.—COMPANIES Formed and Registered under "The Companies Act, 1862," as Unlimited Companies.

394	Eccleshill Albion Mill Company.	Spinning wool and weaving cloth	Greengates, Apperley Bridge, Bradford, Yorkshire.	1867: 25 July	7	140	12,000	300	No return	No return	No return	No return	Supposed to be still in operation.
395	Cliff Mill Company	Manufacture of cloth and wool	Cliff Mill, Little Moor, Pudsey, York.	14 Aug.	7	7	10,600	53	ditto	ditto	ditto	ditto	ditto.
396	Clive Steam-Tug Company	Building, &c., steam and other ships for the conveyance of passengers, &c., to and from places in the Indian and Chinese Seas.	No return	28 Aug.	7	365	94,000	940	ditto	ditto	ditto	ditto	ditto.
397	Sunderland Mutual Protecting Society.	Mutual insurance of ships, &c.	No return	30 Aug.	7	This Company is formed on the mutual principle, and has no capital to which these headings apply.							ditto.
398	English Assurance Company	Life, fire, and marine insurance	93, Bishopsgate-street, City	23 Sept.	7	1,300	500,000	25,000	No return	No return	No return	No return	ditto.
399	Holly Park Mill Company	Dyers, spinners, &c.	Calverley, York	27 Dec.	9	45	6,500	130	ditto	ditto	ditto	ditto	ditto.
400	Evans's Cottage Homes	The providing cottage homes and annuities for ladies of reduced income.	7, Cannon-street, Birmingham.	1868: 6 Jan.	8	This Company has no capital to which these headings apply							ditto.
401	Medina United Tin Mining Company.	Tin mining in Spain	27, Athenæum-street, Plymouth.	3 Feb.	7	7	11,000	5,500	No return	No return	No return	No return	ditto.
402	Liverpool Grocery Company	Grocers and provision dealers	16, Redcross-street, Liverpool.	28 Mar.	7	140	50,000	10,000	ditto	ditto	ditto	ditto	ditto.

III.—COMPANIES existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Limited Companies.

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the Requirements of the Order as to the Number of Persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*						£.			£. s. d.	£. s. d.		
403	High Wycombe Gaslight and Coke Company (Limited).	The manufacture and sale of gas, &c.	Newland, High Wycombe	1867: 5 Dec.	- -	- -	3,700	740	740	5 - -	3,700 - -	52	Still in operation.
404	Barnstaple Gaslight Company (Limited).	The manufacture and sale of gas	17, Bear-street, Barnstaple, Devon.	1868: 9 Jan.	- -	- -	2,200	110	109	20 - -	2,180 - -	62	- ditto.
405	Australian Trust Company (Limited).	Lending money - - -	17, King's Arms-yard, E.C.	22 Feb.	- -	- -	1,000,000	4,000	6,000	25 - -	150,000 - -	175	Being wound up.

IV.—COMPANIES existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Unlimited Companies.

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the Requirements of the Order as to the Number of Persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

406	Low Moor Company - -	Iron masters and steel founders, &c.	Low Moor, near Bradford, Yorkshire.	1867: 22 June	- -	- -	782,134	1,440	1,192	No return	No return -	13	Still in operation.
407	Dyfngwm Mines Company -	Mining - - - - - -	20, Saint Helen's-place, E.C.	25 July	- -	- -	No return	3,000	2,215	- ditto -	- ditto -	39	Being wound up.
408	Coventry and Warwickshire Banking Company.	Bankers - - - - - -	24 and 25, High-street, Coventry, Warwickshire.	7 Sept.	- -	- -	- ditto -	ditto -	9,795	- ditto -	- ditto -	116	Supposed to be still in operation.
409	Royal Bank of Liverpool -	Banking - - - - - -	Royal Bank-buildings, 10, Dale-street, Liverpool.	8 Nov.	- -	- -	- ditto -	ditto -	50,000 ordinary; 1,500 preference.	- ditto -	- ditto -	172	Being wound up.
410	Bewdley Gaslight and Coke Company.	The manufacture and sale of gas	No return - - -	1868: 23 April	- -	- -	- ditto -	ditto -	120	- ditto -	- ditto -	24	Supposed to be still in operation.
411	Yeovil Gas and Coke Company	The manufacture and sale of gas	Middle-street, Yeovil, Somerset.	30 May	- -	- -	- ditto -	ditto -	280 of 30*l.* 280 of 10*l.*	- ditto -	- ditto -	48	- ditto.

COMPANIES REGISTERED at the Office for the Registration of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries.

412	The Colcharton Copper Mining Company (Limited).	The purchase of the plant and effects at Colcharton Mine, in the parish of Tavistock, Devon, and the taking on lease or purchasing the piece of land occupied therewith, and carrying on and working the said mine.	30, Gracechurch-street, London.	1867: 1 June	7	190	7,500	3,000	No return	No return	No return -	No return	Supposed to be still in operation.

413	The Cardynham China Clay Works (Limited).	The working for China clay, China stone, stream tin, and tin ore, in the manor of Cardynham, in the county of Cornwall, and mining and making merchantable the same, and the purchasing of such leases, agreements, or plant, and the doing all such other things as are conducive or incidental to the above objects.	None registered - -	19 Oct. -	7	535	3,500	1,000	1,000	3 - -	3,000 - -	36	- ditto.
414	The Penhale United Silver Lead Mining Company (Limited).	The purchasing or otherwise acquiring of certain mining property, buildings, engines, plant, machinery, utensils, materials, and effects, in the county of Cornwall, and the carrying on the business of a mining and smelting company.	32, New Broad-street, London.	2 Nov. -	7	7	20,000	4,000	No return	No return	No return -	No return	- ditto.
415	The West Cornwall Granite Company (Limited).	The taking and purchasing certain leases, or agreements for leases, of certain quarries or mineral rights in the several parishes of Camborne, Crowan, and Sithney and Constantine, in the county of Cornwall, either for mining and quarrying, building, agricultural, or other purposes.	None registered - -	21 Nov. -	7	256	15,000	1,500	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
416	The Mellancar Mining Company (Limited).	The acquisition of the Mellancar Mine, situate in the parish of St. Erth, in the county of Cornwall, and the works, plant, and effects belonging thereto, and the carrying on the business of a mining company.	124, Fenchurch-street, London.	1868: 11 Feb. -	7	7	20,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
417	The West Saint Ives Consolidated Tin Mining Company (Limited).	The purchasing or otherwise acquiring the leasehold interest in certain mines and property known lately as the "Trevesa and Brea Mine," but now the "West Saint Ives Consolidated Tin Mining Company, Limited," situate in the parish of Towednack, in the county of Cornwall, and the prosecution of mining operations in the said county or elsewhere.	28, Pall Mall, Manchester.	27 March	7	70	10,000	10,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
418	The Cornwall Hematite Company (Limited).	The acquisition, by purchase, of a lease of mineral property, situate in the parish of Roche, in the county of Cornwall, and known by the name of the "Coldneath Iron Mine," and also a lease of a mineral property, situate near Lanivet, in the said county, and known by the name of the "Tremore Iron Mine," and to work the said mines or minerals.	95, Gracechurch-street, London.	23 May -	7	7	10,000	1,000	ditto -	- ditto -	- ditto -	- ditto	- ditto.

Truro, 27 June 1868.

Wm. Michell,
Assistant Registrar of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries.

IRELAND.

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received by all JOINT STOCK COMPANIES formed since the 1st day of June 1867 to the 31st day of May 1868; distinguishing whether the Companies are Limited or Unlimited, and also Number of Shareholders in each of the said Companies at Date of last Return, and whether still in Operation, or being Wound up.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND:			1867:			£.			£. s. d.	£ s. d.		
419	Tyrone Coal Mining Company (Limited).	Working and development of the coal fields situate in county Tyrone.	Market-square, Dungannon.	28 June -	7	25	10,000	200	35	50 – –	1,750 – –	11	Still in operation.
420	Castletownroche and Ballyhooly Catholic Church Works Company (Limited).	Erection of a Roman Catholic Church at Ballyhooly, county Cork.	No return - - -	5 July -	7	19	800	80	No return	No return	No return -	No return	- ditto.
421	Limerick Refreshment Rooms Company (Limited).	Establishment and maintenance of public refreshment rooms at moderate remunerative prices.	No return - - -	7 Sept.	7	95	1,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
422	Ulster Banking Company -	Carrying on the business of banking.	Waring-street, Belfast -	1 Oct. -	- -	- -	1,000,000	100,000	73,362	ditto -	- ditto -	526	- ditto.
423	Ulster Marine Insurance Company (Limited).	Carrying on the business of marine underwriting on cargoes and freights.	45, Donegall Quay, Belfast.	7 Nov. -	7	700	50,000	10,000	8,000	– 5 –	2,000 – –	118	- ditto.
424	Irish Indian Tea Company (Limited).	Purchase of tea plantations of J. Davidson and others in Bengal; cultivation and manufacture of tea, &c., and sale of same.	Insurance Buildings, Victoria-street, Belfast.	19 Nov. -	7	2,050	75,000	7,500	5,500	10 – –	55,000 – –	29	- ditto.
425	Amicable Mutual Life Assurance Society.	Granting life insurances for mutual benefit of members; granting, purchasing, and selling endowments and annuities; purchasing and selling life, reversionary, and other estates; advancing loans (with power to extend the business to other branches of insurance), and to receive money on deposit.	46 and 47, Upper Sackville-street, Dublin.	19 Nov. -	7	700	20,000	2,000	No return	No return	No return -	No return	- ditto.

426	Wilson-street Machine Works Company (Limited).	Manufacture and repair of machinery.	13 and 15, Wilson-street, Belfast.	14 Dec.	8	1,775	10,000	10,000	ditto	ditto	ditto	ditto	ditto.
427	General Sewage Utilization Company, Ireland (Limited).	Collection and utilization of the sewage of the city of Dublin and the adjacent townships.	No return	23 Dec.	7	70	280,000	56,000	ditto	ditto	ditto	ditto	ditto.
428	Cork Distilleries' Company (Limited).	Manufacture of malt and whiskey	18, Morrison's Quay, Cork	23 Dec.	8	225	250,000	250	225	1,000	225,000	10	ditto.
429	Belfast Bread Consumers' Company (Limited).	Supplying Belfast and the neighbourhood with good bread at a moderate price, and carrying on the business of bakers.	22, Castle-place, Belfast	31 Dec.	12	600	10,000	10,000	No return	No return	No return	No return	ditto.
430	Metropolitan and Provincial Plate Glass Insurance Company (Limited).	Insurance against damage by breakage of glass.	No return	1868: 7 Jan.	7	400	2,000	400	ditto	ditto	ditto	ditto	ditto.
431	Navan Joint Stock Bakery Company (Limited).	Making and selling bread, and selling bread stuffs.	No return	25 Jan.	10	38	360	120	ditto	ditto	ditto	ditto	ditto.
432	Maghera Gas Company (Limited).	Manufacture and sale of gas, and supply of gas to town of Maghera.	No return	12 Feb.	7	400	2,000	2,000	ditto	ditto	ditto	ditto	ditto.
433	Arklow Chemical Works (Limited).	Purchasing, utilizing, and selling copper ores, and other ores and minerals, manufacturing and selling alkali, salt, and artificial manure, and acquiring property and patent rights, and using same.	No return	15 Feb.	7	7	25,000	10,000	ditto	ditto	ditto	ditto	ditto.
434	Passage West Shipwrights' Company (Limited).	Building, repairing, and altering ships, vessels, and boats at Passage West.	No return	18 Feb.	7	18	1,000	200	ditto	ditto	ditto	ditto	ditto.
435	Ulster Land, Building, and Investment Company (Limited).	Lending and borrowing money, acquiring and disposing of land, and erecting buildings, and disposing of same.	No return	17 April	10	200	100,000	10,000	ditto	ditto	ditto	ditto	ditto.
436	Galway Gaslight Company (Limited).	Lighting the town of Galway and the suburbs thereof.	Queen-street, New Docks, Galway.	27 April	-	-	6,000	240	240	25	6,000	23	ditto.
437	Belfast Mining Company (Limited).	Carrying on the business of mining in Ireland.	111, Victoria-street, Belfast.	29 April	-	-	30,000	300	106	100	10,600	21	ditto.
438	Donaghadee and Portpatrick (Short Sea) Steam Packet Company (Limited).	Conveyance of passengers, cattle, and goods in vessels propelled by steam or other motive power on seas and rivers between Donaghadee and Portpatrick, and between Donaghadee or Portpatrick and any other place or places.	No return	30 May	11	241	10,000	2,000	No return	No return	No return	No return	ditto.

22 June 1868.

Geo. Crawford,
Assistant Registrar of Joint Stock Companies for Ireland.

SCOTLAND

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and the Total Amount of Calls received of all JOINT STOCK COMPANIES formed since the 1st day of June 1867 to the 31st day of May 1868 inclusive; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies at the Date of last Return, and whether still in Operation, or being Wound up.

I.—COMPANIES Formed and Registered in *Scotland* under the "Companies Act, 1862" (25 & 26 Vict. c. 89), as Limited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN SCOTLAND:			1867:			£.			£. s. d.	£. s. d.		
439	Forres Agricultural Hall Company (Limited).	To feu a piece of ground at Forres, and erect a hall, dwelling-houses, warerooms, workshops, &c.	4, Cumming-street, Forres	15 July -	8	32	2,000	400	No return	No return	No return -	No return	Still in operation.
440	Banff Woollen Factory Company (Limited).	Manufacture and sale of Scotch tweeds, blankets, winceys, &c.	No return - - -	5 Aug. -	9	27	10,000	100	86	40 - -	5,100 - -	57	- ditto.
441	The Operative Tailors Co-operative Company (Limited).	To supply clothing - - -	14, Hamilton-street, Greenock.	8 Nov. -	7	11	1,000	1,000	No return	No return	No return -	No return	- ditto.
442	Scottish Heritable Security Company (Limited).	To receive loans, and to advance monies on heritable subjects.	13, Queen-street, Edinburgh.	25 Nov. -	11	2,300	250,000	50,000	4,305	1 - -	3,435 - -	36	- ditto.
443	Slamannan Gaslight Company (Limited).	To supply Slamannan with gas.	No return - - -	9 Dec. -	8	105	1,000	500	No return	No return	No return -	No return	- ditto.
444	Orkney Steam Navigation Company (Limited).	To convey passengers, cattle, &c.; to carry on the trade of wharfingers; to purchase docks; altering into leases, &c.	No return - - -	28 Dec. -	18	423	8,000	1,600	ditto -	ditto -	- ditto -	ditto -	- ditto.
				1868:									
445	New Zealand Credit Association (Limited).	To lend or invest money in New Zealand, to purchase land, &c., and generally to employ their funds as the company think fit.	36, Hanover-street, Edinburgh.	17 Jan. -	7	385	60,000	600	ditto -	ditto -	- ditto -	ditto -	- ditto.
446	The Patent Self-Acting Mineral Dressing Machine Company (Limited).	To obtain the Letters Patent granted to Robert Martin Roberts; to make, use, or sell said patent or others to be acquired by the company; to work as miners in Pen-y-Cefn.	62, St. Vincent-street, Glasgow.	14 Feb. -	7	700	4,000	4,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
447	The Scottish Wharf Company (Limited).	To purchase lands, waters, wharves, quays, messuages, &c., in Scotland, England, and Ireland, and to carry on business as wharfingers.	No return - - -	4 March	11	295	130,000	1,300	ditto -	ditto -	- ditto -	ditto -	- ditto.
448	The Oriental Coal Company (Limited).	To work mines, quarries of coal, shale, petroleum, and all other mines, minerals, or metals, in Labuan, Borneo, and other places.	55, Bernard-street, Leith	1 April	14	96	15,000	150	ditto -	ditto -	- ditto -	ditto -	- ditto.

449	The Oriental Screw Collier Company (Limited).	To acquire vessels for carriage in any seas, rivers, or ports; to acquire or build docks, and generally to trade as shippers.	55, Bernard-street, Leith	1 April	15	205	30,000	300	ditto -	ditto -	- ditto -	ditto -	- ditto.
450	Industrial Co-operative Building Company (Limited).	To carry on the business of building in all its branches.	Leith - - - -	8 April	13	13	2,000	40	ditto -	ditto -	- ditto -	ditto -	- ditto.
451	The Annan Mining Company (Limited).	To carry on mining operations in Dumfrieshire.	High-street, Annan -	8 April	9	210	6,000	3,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
452	The Scottish Pulp and Fibre Company (Limited).	The manufacture of paper pulp and fibre.	Timber Bush, Leith -	8 April	12	35	10,000	1,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
453	The Sanquhar Water Company (Limited).	To supply Sanquhar with water	Sanquhar - - -	21 April	25	330	1,500	1,500	ditto -	ditto -	- ditto -	ditto -	- ditto.
454	The Northern Marine Insurance Company (Limited).	To act as marine undertakers, and insurers of marine risks.	67, Reform-street, Dundee	11 May -	7	850	50,000	5,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
455	Inverkeithing Gaslight Company (Limited).	To supply Inverkeithing with gas	Inverkeithing - -	12 May -	7	60	1,500	1,500	ditto -	ditto -	- ditto -	ditto -	Still in existence.

II.—Companies Formed and Registered under "The Companies Act, 1862" (25 & 26 Vict. c. 89), as Unlimited Companies.

				1867:										
456	The Aberlady Gaslight Company.	To supply Aberlady and vicinity with gas.	Aberlady - - -	28 Oct. -	7	188	700	700	700	1 - -	700 - -	24	Still in operation.
				1868:										
457	The Leadhills Mining Company.	Mining in Great Britain and Ireland.	No return - - -	27 Jan. -	12	620	10,500	1,050	No return	No return	No return -	No return	- ditto.
458	The Hamilton Corporation and Consumer's Gas Company.	To supply Hamilton and vicinity with gas.	No return - - -	27 Feb. -	8	1,620	7,000	7,000	ditto -	ditto -	- ditto -	ditto -	- ditto.
459	Kirkintilloch Gas Company -	To purchase the property of the "Kirkintilloch Gaslight Company," and to supply Kirkintilloch with gas.	Kirkintilloch - - -	11 May -	7	83	6,000	1,200	ditto -	ditto -	- ditto -	ditto -	- ditto.

III.—Companies existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Limited Companies.

				1867:									
460	Lockerbie Gas Company (Limited).	To supply Lockerbie with gas -	Lockerbie - - -	5 July -	- -	- -	1,200	240	240	5 - -	1,200 - -	20	Still in operation.

IV.—Companies existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under the Act as Unlimited Companies.

— Nil. —

Exchequer Chambers, Edinburgh, 13 July 1868.

John Henderson,
Registrar of Joint Stock Companies, Scotland.

Total Number of Companies Registered (*id est*, having their Registered Offices) in the City of London, or within Five Miles of the General Post Office - - 124

E. C. Curzon, Registrar.

NUMBER of Companies Registered under the "Companies Act, 1862."

		WITH NOMINAL CAPITAL.			WITHOUT NOMINAL CAPITAL.	
Years.	Where Registered.	Class.	Number.	Capital.	Number.	Class.
				£. s.		
1863 -	London - -	1. Limited - - - - - - -	689	133,276,150 –	2	Limited by guarantee.
		2. Unlimited - - - - - -	8	1,957,200 –	2	Mutual Companies.
		3. Old Limited - - - - - -	11	197,375 –	–	
		4. Old Unlimited - - - - -	9	2,034,136 –	3	Mutual Companies.
	Stannaries -	1. Limited - - - - - - -	15	447,288 –	–	
	Ireland - -	1. Limited - - - - - - -	20	250,200 –	–	
	Scotland - -	1. Limited - - - - - - -	24	1,322,300 –	–	
		2. Unlimited - - - - - -	2	103,000 –	–	
		3. Old Limited - - - - - -	1	593 –	–	
		4. Old Unlimited - - - - -	4	400,000 –	–	
		Totals - - -	783	139,988,242 –	7	
1864 -	London - -	1. Limited - - - - - - -	893	230,863,854 –	3	Limited by guarantee.
		2. Unlimited - - - - - -	1	4,500 –	–	
		3. Old Limited - - - - - -	9	515,951 14	–	
		4. Old Unlimited - - - - -	6	851,750 –	2	Mutual Companies.
	Stannaries -	1. Limited - - - - - - -	23	313,780 –	–	
	Ireland - -	1. Limited - - - - - - -	34	1,852,800 –	–	
	Scotland - -	1. Limited - - - - - - -	17	1,425,978 –	–	
		2. Unlimited - - - - - -	4	1,302,000 –	–	
		3. Old Limited - - - - - -	2	26,470 –	–	
		4. Old Unlimited - - - - -	3	80,000 –	–	
		Totals - - -	992	237,437,083 14	5	
1865 -	London - -	1. Limited - - - - - - -	902	196,092,785 –	10	Limited by guarantee.
		2. Unlimited - - - - - -	3	177,000 –	3	Mutual Companies.
		3. Old Limited - - - - - -	9	1,622,742 –	–	
		4. Old Unlimited - - - - -	3	33,000 –	5	Have made no return of amount of capital.
	Stannaries -	1. Limited - - - - - - -	19	783,480 –	–	
	Ireland - -	1. Limited - - - - - - -	42	2,720,000 –	–	
		2. Unlimited - - - - - -	1	1,000,000 –	–	
	Scotland - -	1. Limited - - - - - - -	29	1,943,600 –	–	
		2. Unlimited - - - - - -	4	1,008,711 –	2	Mutual Companies.
		4. Old Unlimited - - - - -	2	10,500 –	–	
		Totals - - -	1,013	205,391,818 –	20	
1866 -	London - -	1. Limited - - - - - - -	656	66,165,070 –	7	Limited by guarantee.
		2. Unlimited - - - - - -	3	234,008 –	2	Mutual Companies.
		3. Old Limited - - - - - -	6	1,666,325 –	–	
		4. Old Unlimited - - - - -	2	504,500 –	–	
	Stannaries -	1. Limited - - - - - - -	12	337,200 –	–	
	Ireland - -	1. Limited - - - - - - -	37	2,966,100 –	1	Limited by guarantee.
	Scotland - -	1. Limited - - - - - - -	33	3,841,620 –	–	
		2. Unlimited - - - - - -	3	1,110,000 –	–	
		Totals - - -	752	76,824,823 –	10	

NUMBER of Companies Registered under the "Companies Act, 1868"—*continued.*

Years.	Where Registered.	Class.	Number.	Capital.	Number.	Class.
		WITH NOMINAL CAPITAL.			WITHOUT NOMINAL CAPITAL.	
				£. s.		
1867 -	London - -	1. Limited - - - - - -	412	25,908,456 –	5	Limited by guarantee.
		2. Unlimited - - - - -	8	1,063,100 –	2	Mutual Companies.
		3. Old Limited - - - - -	4	1,107,700 –	–	
		4. Old Unlimited - - - -	1	782,134 –	3	Have made no return of amount of capital.
	Stannaries -	1. Limited - - - - - -	10	129,192 –	–	
	Ireland - -	1. Limited - - - - - -	14	821,000 –	–	
		2. Unlimited - - - - -	1	20,000 –	–	
		4. Old Unlimited - - - -	1	1,000,000 –	–	
	Scotland - -	1. Limited - - - - - -	14	602,500 –	–	
		2. Unlimited - - - - -	2	21,700 –	–	
		3. Old Limited - - - - -	1	1,200 –	–	
		4. Old Unlimited - - - -	1	8,000 –	–	
		TOTALS - - -	469	31,444,982 –	10	
1868 (1 Jan. to 31 May).	London - -	1 Limited - - - - - -	170	12,294,622 –	–	
		2. Unlimited - - - - -	2	61,000 –	1	Mutual.
		3. Old Limited - - - - -	2	1,002,200 –	–	
		4. Old Unlimited - - - -	1	3,500 –	1	Has made no return of amount of capital.
	Stannaries -	- - - - - - -	3	40,000 –	–	
	Ireland - -	1. Limited - - - - - -	7	140,360 –	–	
		4. Old Limited - - - - -	2	36,000 –	–	
	Scotland - -	1. Limited - - - - - -	11	295,000 –	–	
		2. Unlimited - - - - -	3	23,500 –	–	
		TOTALS - - -	201	13,896,182 –	2	

SUMMARY.

1863.

783 Companies were registered, with a proposed capital of - - - - - - - £. 139,988,242 –
7 Ditto - ditto - without nominal capital.

Total - - - 790

1864.

992 Companies were registered, with a proposed capital of - - - - - - - £. 237,437,083 14
5 Ditto - ditto - without nominal capital.

Total - - - 997

1865.

1,013 Companies were registered, with a proposed capital of - - - - - - - £. 205,391,818 –
20 Ditto - ditto - without nominal capital.

Total - - - 1,033

1866.

752 Companies were registered, with a proposed capital of - - - - - - - £. 76,824,823 –
10 Ditto - ditto - without nominal capital.

Total - - - 762

1867.

469 Companies were registered, with a proposed capital of - - - - - - - £. 31,444,982 –
10 Ditto - ditto - without nominal capital.

Total - - - 479

1868 (from 1st January to 31st May).

201 Companies were registered, with a proposed capital of - - - - - - - £. 13,896,182 –
2 Ditto - ditto - without nominal capital.

Total - - - 203

E. C. Curzon.

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178	Anglo-Argentine Company, Limited	10
57	Anglo-Danish and Russian Telegraph Company, Limited	4
31	Anglo-Indian Telegraph Company, Limited	3
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305	Marylebone Lodging House Company, Limited	15
246	Masonic and General Fire and Life Insurance Company, Limited.	13
98	Matlock Bridge Limestone Company, Limited	6
401	Medina United Tin Mining Company	19
416	Mellanear Mining Company, Limited	21
41	Merchant Seamen's Clothing Company, Limited	4
430	Metropolitan and Provincial Plate Glass Insurance Company, Limited.	23
8	Middleton Estate and Colliery Company, Limited	2
193	Midland Chemical Works and Panoline Manufacturing Company, Limited.	10
69	Mid-Wales Lead Mining Company, Limited	5
89	Mining Association, Limited	6
368	Mold Mines, Limited	18
243	Montgomeryshire Lead and Barytes Company, Limited.	12
175	Morecambe Pier Company, Limited	9
367	Moretonhampstead Gas Light, Coal, and Coke Company, Limited.	18
118	Mortgage Assurance Corporation, Limited	7
256	Mount Gabriel Copper Mine Company, Limited	13
	N.	
20	Nantclwyd Hall Lime and Coal Company, Limited	3
179	National Economic Advertising Company, Limited	10
321	National Provincial Assurance Company, Limited	16
132	National Standard Plate Glass Insurance Company, Limited.	8
28	National Steam Ship Company, Limited	3
100	National Widows' Fund, Limited	6
431	Navan Joint Stock Bakery Company, Limited	23
18	Nevada Land and Mining Company, Limited	3
158	New Bersham Paper Company, Limited	9
351	New Brunswick Cannel Coal Company, Limited	17
358	New Dale Mine, Limited	17
185	New Erwfelin Lead Mining Company, Limited	10
45	New Passage Ferry Hotel Company, Limited	4
379	New Westminster Mining Company, Limited	19
445	New Zealand Credit Association, Limited	24
81	Newcastle and Gateshead Co-operative Building Company, Limited.	5
39	Newton Flint Glass Company, Limited	4
209	Nictheroy (Brazil) Gas Company, Limited	11
51	Nissum Fiord Company, Limited	4
14	North Henblas Mining Company, Limited	2
323	North Wales Slate Company, Limited	16
292	North Western Deposit and Credit Bank, Limited	15
300	North West of England China, Stone, and Clay Company, Limited.	15
66	Northern Counties Conservative Newspaper Company, Limited.	5
24	Northern Counties Loan and Discount Company, Limited.	3
63	Northern Equitable Gas Company, Limited	5
454	Northern Marine Insurance Company, Limited	25
84	Nottingham Patent Brick Company, Limited	6
153	Nova Scotia and New Brunswick (Intercolonial) Railways Company, Limited.	9
	O.	
288	Old Westminster Mining Company, Limited	14
93	One Wine Company, Limited	6
441	Operative Tailors' Co-operative Company, Limited	24
448	Oriental Coal Company, Limited	24
449	Oriental Screw Collier Company, Limited	25
444	Orkney Steam Navigation Company, Limited	24
353	Oswaldtwistle Gas Company, Limited	17
258	Oswestry Loan Company, Limited	13
6	Oxford Racquet Courts Company, Limited	2
239	Oxford Road Finishing Company, Limited	12

No. in Return.	NAME OF COMPANY.	Page of Return.
	P.	
128	Pacific Bank, Limited	7
244	Padiham Cottage Building Company, Limited	12
168	Paraffin Wax Company, Limited	9
83	Pari Gold Mining Company, Limited	6
135	Park Coal Company, Limited	8
	Parker, F., & Company, Limited. *See* F. Parker & Company, Limited.	
130	Parkfield Iron Company, Limited	8
434	Passage West Shipwrights' Company, Limited	23
30	Patent Centre Rail Company, Limited	3
383	Patent Metallic Airtight Coffin Company, Limited	19
240	Patent Safety Gun Cotton Company, Limited	12
446	Patent Self-Acting Mineral Dressing Machine Company, Limited.	24
245	Pattersyke Mining Company, Limited	12
414	Penhale United Silver Lead Mining Company, Limited	21
269	Pentre United Steam Coal Collieries Company, Limited	14
252	Peona Lead Mining and Smelting Company, Limited	13
200	People's Markets, Limited	11
50	Permanent Life, Fire, Assurance and Loan Company, Limited	4
111	Perseverance Loan and Discount Association, Limited	7
131	Peruvian Mineral Company, Limited	8
79	Peterborough Gas Company, Limited	5
117	Phœnix Iron and Colliery Works, Limited	7
238	Pioneer Loan Company, Limited	12
224	Platt Brothers & Company, Limited	12
2	Poole and Cherbourg Steam Packet Company, Limited	2
34	Porth Cawl Gas Light and Coke Company, Limited	3
355	Portland Waterworks Company, Limited	17
213	Preston Co-operative Provision Society, Limited	11
340	Princes Theatre Company, Limited	17
204	Progress Assurance Company, Limited	11
228	Provincial Monetary Company, Limited	12
195	Public Loan and Discount Company, Limited	10
121	Puerto Cabello and Central Venezuela Railway Company, Limited.	7
259	Pump and Power Company, Limited	13
	Q.	
388	Queen of England Fire and Life Insurance and Loan Company, Limited.	19
	R.	
266	Ragg's Patent Signal Company, Limited	13
105	Railway Spring Company, Limited	7
37	Re-insurance Company, Limited	3
47	Rhiwgoch Slate Quarry Company (Limited)	4
42	Ribchester Bobbin Manufacturing and Commercial Company, Limited.	4
235	Robertsbridge Gas Light and Coke Company, Limited	12
409	Royal Bank of Liverpool	20
	S.	
208	Samuel Newbould & Company, Limited	11
276	Sanderson's Patents Association, Limited	14
294	Sandgate Town Hall Company, Limited	15
453	Sanquhar Water Company, Limited	25
301	Sao Vicente Mining Company, Limited	15
217	Sassari Waterworks Company, Limited	11
322	Scarborough Grand Stand and Racecourse Company, Limited.	16
442	Scottish Heritable Security Company, Limited	24
452	Scottish Pulp and Fibre Company, Limited	25
447	Scottish Wharf Company, Limited	24
262	Sefton Hall Company, Limited	13
333	Self-acting Sewing Machine Company, Limited	16
29	Servian Copper and Iron Company, Limited	3
189	Shakspeare Manufacturing Company, Limited	10
206	Sheerness Public Rooms Company, Limited	11
297	Sheffield Wagon Company, Limited	15
166	Shiffnal Market Hall Company, Limited	9
16	Shropshire Copper Company, Limited	3
136	Sir Edward Lead Mining Company, Limited	8
443	Slamannan Gas Light Company, Limited	24
13	Snailbeach Mine Company, Limited	2
192	Sonora Silver Mining Company, Limited	10
96	Southdown Phosphate and General Manures Company, Limited.	6
364	South of England Land Company, Limited	18
140	South Salop Mining Company, Limited	8
7	Spanish Mineral Phosphate Company, Limited	2
298	Stafford Colliery Company, Limited	15
199	Staffordshire Bolt, Nut, and Fencing Company, Limited	11

No. in Return.	NAME OF COMPANY.	Page of Return.
339	Standard Land and Investment Society, Limited	17
156	Standish Carriage Company, Limited	9
327	Stanley Coal Company, Limited	16
169	Stannan China Clay Company, Limited	9
28	Steamship Company, Limited	3
116	Steeple Aston Iron Ore Company, Limited	7
264	Stoke Newington Assembly Rooms, Limited	13
242	Suburban Markets Company, Limited	12
397	Sunderland Mutual Protecting Society	19
108	Swansea Zinc Company, Limited	7
356	Swindon General Omnibus and Conveyance and Parcels Delivery Company, Limited.	17
	T.	
87	Taquaril Gold Mining Company, Limited	6
357	Terfynant General Cemetery Company, Limited	17
225	Thames Valley Land and Building Society, Limited	12
354	Thrapston Market Company, Limited	17
70	Ticehurst Gas Consumers' Company, Limited	5
77	Turvey Gas Light and Coke Company, Limited	5
176	Tyn-y-ceunant Slate and Slab Quarry Company, Limited	9
419	Tyrone Coal Mining Company, Limited	22
	U.	
422	Ulster Banking Company	22
435	Ulster Land, Building, and Investment Company, Limited.	23
423	Ulster Marine Insurance Company, Limited	22
149	Union Coal and Iron Company, Limited	8
54	Union Engineering Company, Limited	4
65	United British and Foreign Marine Insurance Company, Limited.	5
296	United Club and Hotel Company, Limited	15
120	United Kingdom and Continental Marine Insurance Corporation, Limited.	7
282	United Kingdom Provident Insurance Company, Limited	14
331	United Land Company, Limited	16
249	Upper Elbe Colliery Company, Limited	13
295	Upwell Public Hall Company, Limited	15
	V.	
172	Vernon, Heath, and Company, Limited	9
	W.	
345	Waldegrave Lead Smelting Company, Limited	17
391	Wallsend Cement Company, Limited	19
316	Walsall Agricultural Hall Company, Limited	16
251	Ware Gas Light and Coal and Coke Company, Limited	13
124	Wellesbourne Steam Ploughing, Thrashing, and Sawing Company, Limited.	7
107	Welsh Newspaper Company, Limited	7
174	Wendover Gas Company, Limited	9
362	West Brompton and Chelsea Labouring Classes Dwelling House Company, Limited.	18
415	West Cornwall Granite Company, Limited	21
342	West of England Iron Ore Company, Limited	17
270	West of England Marine Insurance Company, Limited	14
417	West Saint Ives Consolidated Tin Mining Company, Limited.	21
43	Western Counties Monetary Company, Limited	4
293	Westphalian Silver, Lead, and Copper Mining Company, Limited.	15
46	Wheldale Coal Company, Limited	4
389	Widnes Metal Company, Limited	19
49	Wigan Newspaper and Printing Company, Limited	4
426	Wilson-street Machine Works Company, Limited	23
44	Woolley Coal Company, Limited	4
	Y.	
150	Yatton Gas Consumers' Company, Limited	8
411	Yeovil Gas and Coke Company	20
101	York Corn Exchange Company, Limited	6
155	Ystrad Gas and Water Company, Limited	9
148	Yswar Rhondda Gas and Coke Company, Limited	8

JOINT STOCK COMPANIES.

RETURNS of the Names, Objects, &c. of all JOINT STOCK COMPANIES Formed since 1 June 1867 to 31 May 1868; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies at Date of Last Return, and whether still in Operation or being Wound up; and the Total Number Registered in the Metropolis, or within Five Miles of the General Post Office, &c. (in continuation of Parliamentary Paper, No 510, of Session 1867); with INDEX.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed,*
21 *July* 1868.

450.

Under 4 *oz.*

LOAN SOCIETIES.

ABSTRACT of ACCOUNTS of LOAN SOCIETIES in *England* and *Wales*, to 31st December 1867; by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

[*All Shillings and Pence are omitted.*]

(*Presented pursuant to* 3 & 4 *Vict. c.* 110, *s.* 27.)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1868.

ABSTRACT of ACCOUNTS of LOAN SOCIETIES in *England* and *Wales*, to 31 December 1867;

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND:		£. s. d.	£. s. d.	£. s. d.			£. s. d.
BEDFORD	Mutual Loan Society, 14, Farrer-street, Bedford.	381 – –	783 – –	1,593 – –	358	345	– –
	Mutual Loan Society, Working Men's Club and Institute, King-street, Luton.	148 – –	143 – –	249 – –	41	41	– –
BUCKS	Loan Society, King's Arms, Colnbrook	63 – –	189 – –	383 – –	61	57	– –
	Loan Society, Floral Arms, Alpha-street, Slough.	424 – –	424 – –	820 – –	146	135	20 – –
CAMBRIDGE	Equitable Loan Society, 21, Malcolm-street, Cambridge.	20 – –	740 – –	1,625 – –	315	286	16 – –
	Independent Loan Society, 1, Wray's-court, Sidney-street, Cambridge.	392 – –	384 – –	1,190 – –	254	239	10 – –
CHESHIRE	Loan Society, 7, Mill-street, Congleton	– –	1,232 – –	2,189 – –	396	380	29 – –
	Working Man's Loan Society, Infants' School, Crewe.	930 – –	2,204 – –	4,437 – –	1,036	971	63 – –
	Independent Loan Society, Albion Inn, Hyde.	23 – –	426 – –	427 – –	145	130	6 – –
	Loan Society, Clarendon Arms, Hyde-lane, Hyde.	47 – –	137 – –	271 – –	82	74	4 – –
	Loan Society, Stag's Head, Princess-street, Staleybridge.	139 – –	209 – –	410 – –	113	113	5 – –
	Rechabite Loan Society, Temperance Hall, Stockport.	1,794 – –	1,778 – –	1,836 – –	380	367	27 – –
DEVON	Odd Fellows Loan Society, Bear-street, Barnstaple.	180 – –	153 – –	180 – –	– –	37	1 – –
	Barnstaple and North Devon Loan Society, 92, High-street Barnstaple.	31 – –	928 – –	2,700 – –	700	680	24 – –
	Loan Society, Golden Ball Inn, Mary Arches-street, Exeter.	367 – –	319 – –	339 – –	83	75	– –
	Loan Society, Duke of York Inn, St. Sidwell's-street, Exeter.	114 – –	109 – –	223 – –	54	48	– –
	Loan Society, Axminster Inn, Paris-street, Exeter.	26 – –	29 – –	80 – –	32	32	– –
	Loan Society, Three Cranes Inn, South-street, Exeter.	273 – –	542 – –	729 – –	288	285	14 – –
	Providential Loan Society, Dove Inn, 37, South-street, Exeter.	28 – –	29 – –	68 – –	14	13	– –
	Loan Society, Lord Nelson Inn, Spiller-street, Exeter.	63 – –	37 – –	139 – –	45	30	– –
	Loan Society, Hour Glass Inn, Exeter	57 – –	11 – –	73 – –	20	20	4 – –
	Working Men's Equitable Loan Society, 54, Union-place, Stonehouse, Plymouth.	273 – –	911 – –	3,596 – –	1,277	1,168	94 – –
	Working Men's Equitable Loan Society, Post Office-lane, Tavistock.	780 – –	716 – –	1,380 – –	369	365	8 – –
ESSEX	Loan Society, Albert Victor Tavern, Burnham-street, Canning Town, West Ham.	13 – –	41 – –	30 – –	9	8	– –
	Loan Society, Victory Tavern, 52, Forest-street, Forest-gate.	33 – –	31 – –	68 – –	27	27	– –
	Loan Society Co-operative Stores, Bridge-street, Trinity Parish.	139 – –	532 – –	1,271 – –	240	228	1 – –
	Loan Society, Lord Gough, West Ham	56 – –	82 – –	145 – –	44	44	1 – –
	Loan Society, King's Head Inn, West Ham.	90 – –	231 – –	547 – –	64	64	– –
	Fishermen's Loan Society, Bell Inn, Leigh.	– –	312 – –	694 – –	175	127	– –
	Loan Society, Peter Boat, Leigh	– –	– –	– –	– –	116	– –
	Victoria Self-help Loan Society, Colchester Stores, Woodstock-street, Plaistow Marsh.	1 – –	105 – –	—	—	—	—
	Loan Society, Windsor Castle, North Woolwich-road, Plaistow Marsh.	233 – –	72 – –	113 – –	23	18	1 – –

by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
79 – –	94 – –	22 – –	67 – –	2 – –	2	–	2 – –	2 – –	—	—
12 – –	19 – –	5 – –	13 – –	—	—	—	—	—	—	—
19 – –	20 – –	4 – –	8 – –	16 – –	—	—	—	—	—	—
41 – –	61 – –	24 – –	34 – –	2 – –	—	—	—	—	—	—
61 – –	77 – –	20 – –	57 – –	– –	2	–	4 – –	1 – –	—	—
37 – –	48 – –	18 – –	29 – –	– –	5	–	7 – –	2 – –	1 – –	1 – –
126 – –	156 – –	63 – –	84 – –	8 – –	12	2	36 – –	22 – –	5 – –	5 – –
239 – –	302 – –	69 – –	120 – –	113 – –	60	5	175 – –	96 – –	32 – –	26 – –
35 – –	42 – –	27 – –	13 – –	1 – –	—	—	—	—	—	—
14 – –	18 – –	5 – –	4 – –	6 – –	—	—	—	—	—	—
20 – –	24 – –	7 – –	22 – –	1 – –	—	—	—	—	—	—
91 – –	119 – –	40 – –	76 – –	2 – –	16	1	43 – –	15 – –	6 – –	—
6 – –	– –	5 – –	—	—	—	—	—	—	—	—
68 – –	92 – –	22 – –	– –	9 – –	20	–	25 – –	19 – –	4 – –	3 – –
17 – –	18 – –	6 – –	11 – –	1 – –	—	—	—	—	—	—
12 – –	13 – –	5 – –	7 – –	1 – –	—	—	—	—	—	—
4 – –	8 – –	5 – –	3 – –	—	—	—	—	—	—	—
36 – –	50 – –	– –	45 – –	4 – –	—	—	—	—	—	—
2 – –	2 – –	2 – –	2 – –	—	—	—	—	—	—	—
6 – –	9 – –	2 – –	5 – –	—	—	—	—	—	—	—
3 – –	65 – –	2 – –	5 – –	2 – –	—	—	—	—	—	—
89 – –	184 – –	88 – –	80 – –	15 – –	64	20	58 – –	38 – –	16 – –	8 – –
46 – –	88 – –	47 – –	37 – –	3 – –	—	—	—	—	—	—
1 – –	– –	4 – –	5 – –	– –	1	–	2 – –	2 – –	1 – –	—
3 – –	3 – –	10 – –	1 – –	—	—	—	—	—	—	—
50 – –	51 – –	21 – –	29 – –	– –	16	–	24 – –	12 – –	– –	3 – –
7 – –	6 – –	8 – –	6 – –	—	—	—	—	—	—	—
27 – –	27 – –	5 – –	22 – –	—	—	—	—	—	—	—
34 – –	– –	8 – –	– –	26 – –	—	—	—	—	—	—
43 – –	– –	12 – –	– –	31 – –	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
6 – –	8 – –	11 – –	10 – –	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ESSEX—*continued.*	Unity Loan Society, 6, Waterloo-road, Romford.	7 - -	39 - -	78 - -	44	44	1 - -
	Loan Society, Engineers' Arms, Alma-street, Stratford New Town.	96 - -	111 - -	186 - -	48	48	1 - -
	Loan Society, Railway Tavern, Bridge-road, Stratford.	257 - -	554 - -	1,018 - -	164	164	1 - -
	Loan Society, Carpenters' Arms, Carpenter-road, Stratford.	69 - -	28 - -	74 - -	21	21	1 - -
	Loan Society, Lion and Lamb Tavern, Chapel-street, Stratford.	112 - -	176 - -	315 - -	80	79	- -
	Loan Society, Chatsworth Arms, Chatsworth-road, Stratford.	48 - -	76 - -	164 - -	43	43	- -
	Loan Society, Angel Inn, High-street, Stratford.	73 - -	93 - -	126 - -	28	28	- -
	Loan Society, Yorkshire Grey, High-street, Stratford.	33 - -	84 - -	123 - -	22	22	- -
	Loan Society, Castle Inn, Leyton-road, Stratford New Town.	202 - -	448 - -	636 - -	112	112	- -
	Loan Society, Bird-in-Hand Inn, High-street, Stratford.	238 - -	363 - -	494 - -	100	100	- -
	Loan Society, King's Head Inn, Stratford.	248 - -	460 - -	779 - -	137	137	- -
	Loan Society, Foresters' Arms, Stratford New Town.	37 - -	99 - -	99 - -	32	31	- -
HANTS - -	United Loan Society, 62, Staunton-street, Landport, Portsea.	1,049 - -	1,152 - -	2,069 - -	590	465	38 - -
	Equitable Loan Society, 46, Hertford-street, Landport, Portsmouth.	- -	47 - -	- -	- -	- -	- -
	Loan Society, Queen's Hotel, Albert-road, Southampton.	69 - -	154 - -	234 - -	46	42	2 - -
	Loan Society, Unicorn Inn, Southampton.	14 - -	21 - -	27 - -	8	8	- -
HEREFORD -	Loan Society, 50, Commercial-street, Hereford.	- -	652 - -	1,994 - -	816	529	6 - -
HERTS - -	Loan Society, Queen's Arms, Great Berkampstead.	60 - -	60 - -	141 - -	32	32	- -
KENT - - -	Loan Society, British Oak Inn, Old Dover-road, Blackheath.	177 - -	212 - -	573 - -	49	49	1 - -
	Loan Society, George and Dragon, Blackheath-hill.	115 - -	250 - -	155 - -	34	31	1 - -
	Loan Society, Mitre Tavern, The Friars, Canterbury.	77 - -	209 - -	584 - -	107	87	3 - -
	United Working Men's Loan Society, Horse and Groom, Charlton.	191 - -	548 - -	995 - -	230	213	13 - -
	Loan Society, White Horse Inn, New Charlton.	178 - -	389 - -	679 - -	197	169	9 - -
	Mutual Loan Society, Bull's Head Inn, High street, Dartford.	93 - -	266 - -	422 - -	48	44	2 - -
	Unitarian Benefit Loan Society, 140, Lower-street, Deal.	607 - -	587 - -	1,952 - -	630	597	16 - -
	Loan Society, Princess of Wales, Albert-street, Deptford.	60 - -	86 - -	103 - -	47	40	- -
	Loan Society, Trinity Arms, St. Paul's, Deptford.	4 - -	58 - -	39 - -	10	6	- -
	Loan Society, Coffee-house, 1, Church-street, Deptford.	- -	135 - -	- -	1	1	- -
	Loan Society, West Kent Yeoman, Edward-street, Deptford.	152 - -	466 - -	323 - -	67	53	2 - -
	Loan Society, Prince Albert, Edward-street West, Deptford.	67 - -	95 - -	201 - -	46	44	1 - -
	Loan Society, 19, Evelyn-street, Deptford.	162 - -	215 - -	465 - -	86	86	3 - -
	Loan Society, 199, Evelyn-street, Deptford.	141 - -	96 - -	410 - -	90	72	2 - -
	Loan Society, Telegraph Tavern, Evelyn-street, Deptford.	378 - -	708 - -	1,151 - -	220	210	7 - -
	Loan Society, Railway Tavern, Hamilton-street, Deptford.	106 - -	210 - -	287 - -	76	64	2 - -
	Loan Society, Globe Coffee-house, High-street, Deptford.	359 - -	590 - -	890 - -	231	194	15 - -
	Working Man's Friendly Loan Society, Princess of Wales, Mornington-road, Deptford.	197 - -	297 - -	499 - -	62	60	3 - -
	Loan Society, Fishing Smack, Stowage, Deptford.	12 - -	144 - -	40 - -	5	5	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
4 - -	5 - -	1 - -	2 - -	1 - -	—	—	—	—	—	—
9 - -	15 - -	10 - -	4 - -	—	—	—	—	—	—	—
50 - -	51 - -	13 - -	38 - -	- -	3	- -	18 - -	4 - -	—	—
3 - -	4 - -	1 - -	- -	2 - -	—	—	—	—	—	—
15 - -	16 - -	7 - -	14 - -	1 - -	1	- -	1 - -	1 - -	—	—
8 - -	12 - -	5 - -	7 - -	- -	1	1	4 - -	—	—	—
6 - -	6 - -	1 - -	5 - -	—	—	—	—	—	—	—
6 - -	6 - -	4 - -	6 - -	1 - -	—	—	—	—	—	—
31 - -	51 - -	20 - -	30 - -	- -	1	—	—	—	—	—
24 - -	25 - -	3 - -	21 - -	—	—	—	—	—	—	—
42 - -	42 - -	15 - -	—	—	—	—	—	—	—	—
4 - -	5 - -	6 - -	5 - -	—	—	—	—	—	—	—
124 - -	162 - -	47 - -	29 - -	85 - -	8	1	19 - -	18 - -	4 - -	2 - -
- -	- -	- -	- -	- -	1	1	- -	1 - -	—	—
11 - -	14 - -	6 - -	7 - -	—	—	—	—	—	—	—
1 - -	1 - -	3 - -	1 - -	—	—	—	—	—	—	—
81 - -	87 - -	9 - -	13 - -	64 - -	6	1	18 - -	14 - -	- -	1 - -
5 - -	13 - -	4 - -	8 - -	1 - -	—	—	—	—	—	—
16 - -	17 - -	13 - -	—	—	—	—	—	—	—	—
7 - -	8 - -	13 - -	7 - -	- -	12	- -	31 - -	19 - -	- -	1 - -
32 - -	35 - -	9 - -	32 - -	31 - -	4	2	3 - -	3 - -	—	—
49 - -	63 - -	24 - -	36 - -	1 - -	46	1	76 - -	53 - -	6 - -	6 - -
33 - -	43 - -	9 - -	31 - -	1 - -	92	4	178 - -	113 - -	14 - -	16 - -
24 - -	27 - -	11 - -	15 - -	—	—	—	—	—	—	—
66 - -	82 - -	27 - -	53 - -	1 - -	—	—	—	—	—	—
5 - -	5 - -	1 - -	4 - -	- -	2	- -	3 - -	1 - -	—	—
1 - -	1 - -	4 - -	- -	1 - -	3	- -	12 - -	4 - -	—	—
- -	- -	4 - -	—	—	—	—	—	—	—	—
16 - -	18 - -	5 - -	16 - -	2 - -	—	—	—	—	—	—
9 - -	15 - -	4 - -	7 - -	3 - -	3	- -	9 - -	8 - -	1 - -	—
23 - -	26 - -	12 - -	23 - -	26 - -	16	3	44 - -	26 - -	3 - -	3 - -
17 - -	20 - -	8 - -	16 - -	4 - -	8	- -	15 - -	15 - -	—	—
57 - -	68 - -	21 - -	65 - -	13 - -	48	11	178 - -	169 - -	10 - -	2 - -
14 - -	16 - -	2 - -	13 - -	- -	3	- -	5 - -	2 - -	—	—
44 - -	59 - -	- -	52 - -	- -	35	- -	- -	- -	4 - -	3 - -
22 - -	26 - -	1 - -	24 - -	- -	1	- -	6 - -	6 - -	—	—
2 - -	2 - -	6 - -	2 - -	- -	5	1	24 - -	17 - -	3 - -	3 - -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ENGLAND—*continued.*							
KENT—*continued.*	Working Man's Friendly Loan Society, Prince of Wales, Tanner's-hill, Deptford.	142 - -	201 - -	264 - -	62	62	1 - -
	Loan Society, King of Prussia, Union-street, Deptford.	23 - -	280 - -	173 - -	68	53	1 - -
	Loan Society, Lord Clyde, Wotton-road, Deptford.	70 - -	117 - -	78 - -	28	23	- -
	Loan Society, 15, Wotton-road, Deptford	128 - -	81 - -	140 - -	36	36	- -
	Loan Society, 181A Snargate-street, Dover.	-	474 - -	1,427 - -	344	301	6 - -
	Loan Society, Castle Inn, Eltham	82 - -	87 - -	176 - -	41	33	1 - -
	Loan Society, Tiger Inn, Lee-green, Eltham.	83 - -	123 - -	182 - -	46	40	1 - -
	Loan Society, White Hart Inn, High-street, Erith.	49 - -	54 - -	90 - -	18	18	- -
	Mutual Loan Society, Druids' Arms, Lord-street, Gravesend.	502 - -	560 - -	1,232 - -	308	300	9 - -
	Loan Society, Sam's Coffee House, Blackheath-road, Greenwich.	395 - -	862 - -	1,324 - -	200	190	- -
	Loan Society, Red Lion, Green-lane, Greenwich.	67 - -	246 - -	200 - -	38	38	1 - -
	Loan Society, Druid's Arms, Straight's Mouth, Greenwich.	71 - -	235 - -	205 - -	44	41	1 - -
	Loan Society, Crown Inn, Trafalgar-road, East Greenwich.	442 - -	662 - -	- -	205	200	8 - -
	Loan Society, Duke of Wellington, Woolwich-road, Greenwich.	269 - -	749 - -	1,094 - -	124	119	6 - -
	Working Man's Loan Society, Rodney Head Inn, North-street, Herne Bay.	102 - -	486 - -	592 - -	75	70	2 - -
	Loan Society, White Hart Inn, Lewisham.	324 - -	718 - -	1,095 - -	185	180	6 - -
	Loan Society, Dredging Smack Inn, King-street, Milton next Sittingbourne.	79 - -	229 - -	168 - -	40	26	- -
	Mutual Loan Society, Dover Castle Inn, Old Dover-road, Northfleet.	26 - -	22 - -	128 - -	15	15	1 - -
	Loan Society, Royal Standard, Ann-street, Plumstead.	629 - -	874 - -	1,084 - -	227	227	9 - -
	Working Men's Loan Society, Duke of Cambridge Inn, Bloomfield-road, Plumstead.	218 - -	1,016 - -	2,109 - -	445	414	32 - -
	Painter's Mutual Loan Society, Queen's Arms, Burrage-road, Plumstead.	17 - -	28 - -	56 - -	19	19	- -
	Loan Society, 56, Burrage-grove, Plumstead.	155 - -	670 - -	1,446 - -	271	253	33 - -
	St. James's Loan Society, 26, St. James's-place, Plumstead.	129 - -	509 - -	1,048 - -	208	192	15 - -
	United Loan Society, 14, Parry-place, Plumstead.	156 - -	161 - -	320 - -	85	82	5 - -
	Industrial Loan Society, 1, High-street, Mile Town, Sheerness.	870 - -	884 - -	2,243 - -	600	575	36 - -
	Equitable Loan Society, 123, High-street, Mile Town, Sheerness.	81 - -	78 - -	207 - -	98	84	4 - -
	Factory Mutual Loan Society, Victory Tavern, Mile Town, Sheerness.	242 - -	655 - -	1,416 - -	390	375	23 - -
	Loan Society, Calverley Post-office, Tunbridge Wells.	- -	220 - -	866 - -	- -	135	- -
	Whitstable and Seasalter Mutual Loan Society, Queen's Head Inn, High-street, Whitstable.	82 - -	275 - -	505 - -	71	59	4 - -
	Loan Society, Eagle Tavern, Beresford-street, Woolwich.	520 - -	250 - -	473 - -	112	112	3 - -
	Working Men's Loan Society, Black Eagle Inn, Church-street, Woolwich.	391 - -	1,873 - -	3,173 - -	716	663	48 - -
	Perseverance Loan Society, Roebuck, Church-street, Woolwich.	216 - -	210 - -	448 - -	159	133	10 - -
	Loan Society, Castle Inn, Edward-street, Woolwich.	110 - -	938 - -	1,614 - -	479	389	32 - -
	Equitable Loan Society, North Pole Inn, St. Mary-street, Woolwich.	334 - -	1,566 - -	2,820 - -	648	592	44 - -
	Men of Kent Loan Society, 2 Oak-street, Woolwich.	55 -	237 - -	561 - -	175	159	10 - -
	Mutual Loan Society, 1, Caroline-place, Prospect-row, Woolwich.	77 - -	658 - -	122 - -	67	67	1 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
15 - -	17 - -	6 - -	15 - -	- - -	6	1	23 - -	18 - -	1 - -	—
8 - -	10 - -	15 - -	9 - -	- - -	30	- -	105 - -	71 - -	11 - -	6 - -
3 - -	10 - -	11 - -	4 - -	- - -	6	4	25 - -	13 - -	1 - -	1 - -
5 - -	5 - -	1 - -	3 - -	3 - -	—	—	—	—	—	—
47 - -	54 - -	47 - -	- - -	7 - -	8	1	17 - -	15 - -	1 - -	—
8 - -	20 - -	4 - -	9 - -	5 - -	1	1	2 - -	2 - -	—	—
9 - -	10 - -	5 - -	9 - -	1 - -	9	- -	13 - -	13 - -	—	—
4 - -	5 - -	1 - -	3 - -	—	—	—	—	—	—	—
62 - -	72 - -	20 - -	51 - -	1 - -	1	- -	1 - -	1 - -	—	—
73 - -	74 - -	27 - -	66 - -	- - -	12	1	25 - -	12 - -	1 - -	1 - -
10 - -	11 - -	10 - -	11 - -	—	—	—	—	—	—	—
9 - -	10 - -	4 - -	- - -	10 - -	—	—	—	—	—	—
60 - -	69 - -	38 - -	69 - -	- - -	25	2	100 - -	90 - -	6 - -	5 - -
50 - -	56 - -	22 - -	56 - -	- - -	14	- -	26 - -	16 - -	2 - -	1 - -
29 - -	32 - -	1 - -	27 - -	3 - -	5	- -	19 - -	12 - -	- - -	1 - -
54 - -	61 - -	24 - -	58 - -	3 - -	20	9	78 - -	48 - -	5 - -	3 - -
8 - -	243 - -	11 - -	6 - -	225 - -	—	—	—	—	—	—
2 - -	3 - -	2 - -	1 - -	—	—	—	—	—	—	—
74 - -	84 - -	58 - -	70 - -	- - -	46	1	196 - -	196 - -	7 - -	7 - -
105 - -	137 - -	42 - -	79 - -	16 - -	93	- -	210 - -	183 - -	19 - -	26 - -
2 - -	3 - -	2 - -	- - -	1 - -	—	—	—	—	—	—
59 - -	92 - -	32 - -	54 - -	5 - -	—	—	—	—	—	—
52 - -	67 - -	8 - -	61 - -	- - -	41	- -	76 - -	73 - -	6 - -	7 - -
16 -	21 - -	13 - -	8 - -	—	—	—	—	—	—	—
106 - -	132 - -	35 - -	84 - -	13 - -	30	6	43 - -	40 - -	5 - -	5 - -
8 - -	12 - -	5 - -	12 - -	7 - -	3	—	—	—	—	—
70 - -	94 - -	23 - -	60 - -	11 - -	20	1	32 - -	28 - -	6 - -	6 - -
26 - -	- - -	37 - -	—	—	—	—	—	—	—	—
25 - -	34 - -	11 - -	20 - -	2 - -	—	—	—	—	—	—
23 - -	27 - -	18 - -	23 - -	27 - -	9	- -	15 - -	15 - -	—	—
158 - -	207 - -	53 - -	145 - -	7 - -	105	1	184 - -	96 - -	14 - -	14 - -
22 - -	39 - -	13 - -	22 - -	3 - -	6	- -	9 - -	4 - -	1 - -	—
80 - -	112 - -	41 - -	102 - -	- - -	60	- -	135 - -	45 - -	11 - -	10 - -
141 - -	185 - -	44 - -	122 - -	19 - -	95	8	106 - -	57 - -	12 - -	11 - -
28 - -	40 - -	17 - -	5 - -	22 - -	—	—	—	—	—	—
6 - -	7 - -	4 - -	7 - -	7 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
KENT—*continued* -	Confidential Loan Society, Navy Arms, Queen-street, Woolwich.	234 - -	1,242 - -	2,378 - -	511	471	41 - -
	Mechanics' Loan Society, Cricketers' Arms, Sand-street, Woolwich.	15 - -	46 - -	82 - -	25	25	1 - -
	Loan Society, Union Arms, Union-street, Woolwich.	295 - -	299 - -	478 - -	148	147	6 - -
LANCASHIRE -	Loan Society, Market House, Market-place, Ashton-under-Lyne.	203 - -	231 - -	442 - -	112	104	4 - -
	Union Loan Society, 21, Acresfield, Bolton.	3,050 - -	7,128 - -	11,040 - -	3,184	3,122	239 - -
	Provident Loan Society, 14, Bark-street, Bolton.	4,622 - -	5,097 - -	7,487 - -	1,281	1,249	117 - -
	Benefit Loan Society, 50, Bullock-street, Little Bolton.	7,193 - -	7,274 - -	7,537 - -	1,575	1,472	118 - -
	Public Loan Society, 168, Deansgate, Bolton.	5,009 - -	4,872 - -	9,529 - -	2,087	1,953	150 - -
	Commercial Loan Society, 111, Newport-street, Bolton.	- - -	2,530 - -	4,580 - -	1,372	1,285	102 - -
	Loan Society, 2, Bethesda-court, Burnley.	140 - -	369 - -	961 - -	198	195	14 - -
	United Loan Society, 15, Curzon-street, Burnley.	270 - -	200 - -	—	—	—	—
	Independent Odd Fellows Loan Society, Albion Inn, White Lion-street, Burnley.	46 - -	86 - -	196 - -	52	50	2 - -
	Loan Society, 74, George-street, Bury -	330 - -	1,932 - -	3,588 - -	826	753	61 - -
	Albion Loan Society, Angel Inn, Haughton.	17 - -	112 - -	346 - -	80	74	6 - -
	Loan Society, 79, Chester-street, Hulme	120 - -	2,409 - -	6,377 - -	1,520	1,275	114 - -
	Atlas Loan Society, 79, Chester-street, Hulme.	59 - -	1,654 - -	2,431 - -	650	486	43 - -
	United Loan Society, 21, Duke-street, Hulme.	1,800 - -	1,582 - -	8,440 - -	1,690	1,570	126 - -
	Loan Society, 146, Lower Moss-lane, Hulme.	250 - -	247 - -	500 - -	187	146	13 - -
	Loan Society, 181, York-street, Hulme	296 - -	446 - -	1,006 - -	270	254	21 - -
	Co-operative Loan Society, Rutland Arms, Rutland-street, Hulme.	407 - -	978 - -	1,665 - -	349	313	26 - -
	Loan Society, Prince Rupert, 45, Hunter-street, Liverpool.	75 - -	66 - -	87 - -	45	39	3 - -
	Public Loan Society, 32, Russell-street, Liverpool.	- - -	4,739 - -	10,926 - -	3,736	2,256	280 - -
	Derby Working Men's Loan Society, 41, Sanley-street, Liverpool.	- - -	253 - -	—	—	—	—
	Excelsior Loan Society, 89, Chancery-lane, Ardwick, Manchester.	103 - -	285 - -	832 - -	278	232	18 - -
	Loan Society, 46, Higher Ardwick, Manchester.	2,100 - -	2,750 - -	7,720 - -	1,605	1,430	120 - -
	Loan Society, 3, Bradford-road, Butler-street, Manchester.	102 - -	119 - -	242 - -	89	76	6 - -
	Loan Society, 165, Ridgway-street, Bradford-road, Manchester.	292 - -	295 - -	532 - -	144	142	9 - -
	Bridgewater Loan Society, 4, Great Bridgewater-street, Manchester.	- - -	5,658 - -	9,393 - -	1,307	1,130	173 - -
	Working Man's Loan Society, 7, Chapel-street, Manchester.	- - -	1,726 - -	6,709 - -	1,974	1,633	136 - -
	Loan Society, 30, Chorlton-street, Portland-street, Manchester.	125 - -	210 - -	405 - -	166	166	12 - -
	Working Men's Co-operative Loan Society, Oliver Cromwell Inn, Grey-street, Stockport-road, Manchester.	185 - -	207 - -	414 - -	143	126	10 - -
	Good Intent Loan Society, 8, Fairfield-street, London-road, Manchester.	510 - -	495 - -	1,091 - -	240	220	15 - -
	Perseverance Loan Society, 13, Frederick-street, Rochdale-road, Manchester.	510 - -	480 - -	924 - -	118	117	8 - -
	Loan Society, 14, Fortune-street, Manchester.	141 - -	310 - -	640 - -	164	153	10 - -
	Loan Society, 12, Garratt-street, Oldham-road, Manchester.	220 - -	83 - -	229 - -	74	70	4 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
118 - -	160 - -	43 - -	112 - -	4 - -	134	6	263 - -	159 - -	21 - -	23 - -
4 - -	5 - -	- -	4 - -	—	—	—	—	—	—	—
23 - -	30 - -	18 - -	26 - -	- -	2	- -	4 - -	—	—	—
26 - -	22 - -	9 - -	- -	2 - -	3	3	10 - -	- -	3 - -	—
550 - -	789 - -	329 - -	426 - -	34 - -	145	65	260 - -	199 - -	52 - -	48 - -
443 - -	561 - -	125 - -	336 - -	66 - -	184	64	237 - -	213 - -	52 - -	49 - -
564 - -	682 - -	220 - -	446 - -	14 - -	219	95	435 - -	354 - -	119 - -	116 - -
476 - -	626 - -	220 - -	389 - -	16 - -	301	65	387 - -	369 - -	53 - -	41 - -
229 - -	331 - -	130 - -	201 - -	- -	110	42	131 - -	124 - -	25 - -	24 - -
48 - -	62 - -	22 - -	8 - -	14 - -	—	—	—	—	—	—
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9 - -	11 - -	3 - -	8 - -	8 - -	—	—	—	—	—	—
179 - -	241 - -	88 - -	91 - -	61 - -	58	24	95 - -	83 - -	24 - -	19 - -
16 - -	23 - -	8 - -	6 - -	7 - -	—	—	—	—	—	—
318 - -	432 - -	190 - -	210 - -	32 - -	235	5	510 - -	305 - -	18 - -	14 - -
60 - -	104 - -	44 - -	52 - -	8 - -	175	2	125 - -	95 - -	13 - -	10 - -
211 - -	337 - -	150 - -	135 - -	52 - -	280	- -	560 - -	480 - -	27 - -	12 - -
24 - -	37 - -	8 - -	18 - -	- -	1	- -	2 - -	—	—	—
41 - -	62 - -	25 - -	36 - -	1 - -	14	- -	24 - -	18 - -	1 - -	—
83 - -	109 - -	32 - -	65 - -	11 - -	—	—	—	—	—	—
8 - -	11 - -	4 - -	6 - -	1 - -	—	—	—	—	—	—
554 - -	834 - -	261 - -	548 - -	23 - -	160	46	513 - -	364 - -	90 - -	63 - -
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27 - -	46 - -	22 - -	13 - -	10 - -	6	- -	21 - -	16 - -	—	—
257 - -	377 - -	130 - -	161 - -	86 - -	240	2	355 - -	270 - -	19 - -	15 - -
12 - -	18 - -	5 - -	12 - -	- -	27	1	- -	- -	1 - -	2 - -
31 - -	40 - -	21 - -	17 - -	3 - -	—	—	—	—	—	—
480 - -	653 - -	142 - -	435 - -	75 - -	210	- -	343 - -	83 - -	20 - -	17 - -
223 - -	359 - -	135 - -	148 - -	76 - -	177	- -	235 - -	198 - -	13 - -	12 - -
25 - -	37 - -	20 - -	16 - -	—	—	—	—	—	—	—
24 - -	36 - -	13 - -	12 - -	9 - -	3	- -	3 - -	—	—	—
55 - -	15 - -	17 - -	38 - -	15 - -	10	- -	15 - -	5 - -	2 - -	—
50 - -	62 - -	37 - -	24 - -	- -	6	- -	16 - -	—	—	—
35 - -	48 - -	16 - -	31 - -	31 - -	—	—	—	—	—	—
10 - -	15 - -	9 - -	- -	6 - -	4	- -	3 - -	1 - -	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
LANCASHIRE—*cont^d.*	National Loan Society, 15, Mason-street, Manchester.	104 - -	108 - -	328 - -	94	77	7 - -
	Mutual Loan Society, 29, Naylor-street, Oldham-road, Manchester.	463 - -	469 - -	1,389 - -	381	364	26 - -
	Loan Society, 352, Oldham-road, Manchester.	157 - -	301 - -	584 - -	136	136	10 - -
	Market-street Loan Society, 71 A, Market-street, Manchester.	40 - -	14 - -	40 - -	30	14	- -
	Volunteer Loan Society, 117, Edward-street, Oldham-road, Manchester.	70 - -	71 - -	120 - -	95	63	4 - -
	Globe Loan Society, 83, Reuther-street, Oldham-road, Manchester.	150 - -	57 - -	280 - -	115	100	8 - -
	Loan Society, Blacksmiths' Arms, 28, Red Bank, Manchester.	156 - -	166 - -	361 - -	148	142	3 - -
	Garibaldi Loan Society, 9, Walter-street, Travis-street, Manchester.	151 - -	375 - -	768 - -	256	222	16 - -
	Working Man's Good Intent Mutual Loan Society, 48, St. Andrew's-street, Travis-street, Ancoats, Manchester.	1,152 - -	1,102 - -	2,550 - -	644	556	50 - -
	Middleton and Tonge Provident Loan Society, Long-street, Middleton.	- -	3,955 - -	3,943 - -	740	720	55 - -
	Loan Society, Mount Pleasant, Openshaw, near Manchester.	61 - -	450 - -	1,197 - -	444	394	31 - -
	Union Loan Society, Queen's Arms, Queen-street, Rusholme.	3 - -	372 - -	605 - -	76	45	11 - -
	Loan Society, Olive Branch Inn, Brigg-street, Salford.	123 - -	98 - -	541 - -	135	135	8 - -
	Globe Loan Society, 31, Union-street, Lower Broughton, Salford.	79 - -	172 - -	404 - -	68	68	5 - -
	Loan Society, Prince of Wales, 3, Broughton-road, Salford.	69 - -	- -	596 - -	304	281	8 - -
	Loan Society, 1, Browning-street, Salford.	3,600 - -	3,584 - -	5,933 - -	2,323	2,117	87 - -
	Loan Society, Gray Mare Inn, 1, Cannon-street, Salford.	29 - -	57 - -	123 - -	50	38	3 - -
	Workman Loan Society, 122, King-street, Salford.	160 - -	320 - -	618 - -	168	149	12 - -
	Loan Society, New Market Inn, 138, Chapel-street, Salford.	157 - -	387 - -	699 - -	172	172	12 - -
	Provident Loan Society, Bank Parade, Chapel-street, Salford.	2,763 - -	2,643 - -	4,800 - -	1,000	920	74 - -
	Temperance Loan Society, 10, Garden-lane, Salford.	- -	511 - -	1,200 - -	450	400	25 - -
	Loan Society, 98, Greengate, Salford	116 - -	113 - -	308 - -	108	100	8 - -
	Alexandra Friendly Loan Society, 99, Oldfield-road, Salford.	398 - -	350 - -	809 - -	228	198	21 - -
	Loan Society, 34, Oldfield-road, Salford	445 - -	1,181 - -	3,815 - -	1,040	773	69 - -
	Loan Society, King William the Fourth, Ordsall-lane, Salford.	67 - -	308 - -	154 - -	36	36	2 - -
	Working Men's Loan Society, Ordsall-lane Tavern, 17, Ordsall-lane, Salford.	123 - -	266 - -	591 - -	156	143	11 - -
	Loan Society, behind the Temperance Hall, Ordsall-lane.	- -	218 - -	585 - -	166	164	13 - -
	Salford Ebenezer Loan Society, 12, St. Stephen-street, Salford.	180 - -	1,726 - -	4,765 - -	1,136	1,068	82 - -
	Ebenezer Loan Society, 12, St. Stephen-street, Salford.	300 - -	1,345 - -	3,620 - -	780	712	57 - -
	Loan Society, 6, King-street, Stalybridge	1,060 - -	1,982 - -	3,092 - -	969	832	51 - -
	Heaton Norris Loan Society, 10, Brinksway-road, Heaton-lane, Stockport.	2,913 - -	2,851 - -	4,521 - -	914	904	68 - -
LEICESTER	Bond-street Loan Society, 36, Crafton-street, Leicester.	158 - -	280 - -	5,405 - -	856	824	27 - -
	St. Margaret's Provident Loan Society, 40 A, Granby-street, Leicester.	300 - -	296 - -	431 - -	75	59	2 - -
	Millstone-lane Loan Society, 16, Morlidge-street, Leicester.	- -	1,623 - -	3,162 - -	645	589	18 - -
	Granite Refuge Loan Society, Red Lion Inn, North End, Mount Sorrell.	- -	18 - -	22 - -	24	21	- -
	Friendly Refuge Loan Society, Blue Ball, Barrow-street, Quarndon.	14 - -	32 - -	14 - -	12	12	- -
	Quarndon and Mountsorrel Loan Society, Benjamin Squire's, Stoop-lane, Quarndon.	- -	77 - -	74 - -	50	41	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
16 - -	23 - -	7 - -	12 - -	9 - -	2	- -	4 - -	4 - -	—	—
69 - -	95 - -	54 - -	35 - -	6 - -	25	2	42 - -	18 - -	5 - -	2 - -
29 - -	42 - -	16 - -	26 - -	—	—	—	—	—	—	—
1 - -	1 - -	5 - -	- -	1 - -	—	—	—	—	—	—
3 - -	7 - -	2 - -	4 - -	- -	14	- -	18 - -	—	—	—
14 - -	22 - -	9 - -	11 - -	2 - -	—	—	—	—	—	—
26 - -	29 - -	14 - -	10 - -	4 - -	—	—	—	—	—	—
38 - -	54 - -	15 - -	33 - -	5 - -	21	2	25 - -	15 - -	1 - -	1 - -
125 - -	175 - -	75 - -	97 - -	22 - -	66	3	90 - -	25 - -	12 - -	6 - -
197 - -	252 - -	65 - -	117 - -	52 - -	120	9	360 - -	290 - -	15 - -	12 - -
38 - -	70 - -	51 - -	7 - -	11 - -	51	4	35 - -	20 - -	10 - -	8 - -
37 - -	48 - -	9 - -	36 - -	3 - -	1	1	10 - -	- -	3 - -	—
27 - -	36 - -	6 - -	27 - -	—	—	—	—	—	—	—
20 - -	25 - -	7 - -	15 - -	2 - -	—	—	—	—	—	—
26 - -	36 - -	12 - -	- -	6 - -	155	- -	80 - -	- -	3 - -	2 - -
280 - -	367 - -	152 - -	180 - -	24 - -	125	- -	265 - -	240 - -	10 - -	7 - -
6 - -	11 - -	5 - -	- -	5 - -	1	—	—	—	—	—
30 - -	43 - -	12 - -	28 - -	3 - -	10	2	13 - -	10 - -	1 - -	—
35 - -	52 - -	34 - -	21 - -	21 - -	80	- -	22 - -	11 - -	6 - -	4 - -
209 - -	283 - -	95 - -	187 - -	1 - -	105	6	263 - -	116 - -	12 - -	7 - -
60 - -	85 - -	40 - -	30 - -	15 - -	30	- -	20 - -	10 - -	3 - -	2 - -
15 - -	23 - -	14 - -	5 - -	3 - -	12	- -	16 - -	9 - -	2 - -	1 - -
40 - -	62 - -	22 - -	30 - -	9 - -	12	1	16 - -	2 - -	2 - -	1 - -
181 - -	250 - -	133 - -	116 - -	- -	48	1	74 - -	25 - -	12 - -	1 - -
7 - -	10 - -	4 - -	- -	5 - -	—	—	—	—	—	—
29 - -	40 - -	22 - -	10 - -	8 - -	—	—	—	—	—	—
25 - -	39 - -	15 - -	20 - -	2 - -	21	2	31 - -	14 - -	3 - -	1 - -
114 - -	197 - -	84 - -	94 - -	18 - -	84	2	162 - -	99 - -	10 - -	8 - -
85 - -	143 - -	66 - -	73 - -	4 - -	51	1	129 - -	68 - -	8 - -	6 - -
154 - -	206 - -	71 - -	115 - -	18 - -	67	17	92 - -	73 - -	15 - -	4 - -
226 - -	294 - -	81 - -	205 - -	7 - -	19	- -	44 - -	43 - -	5 - -	4 - -
270 - -	297 - -	124 - -	158 - -	14 - -	13	- -	29 - -	28 - -	2 - -	2 - -
21 - -	23 - -	10 - -	13 - -	13 - -	—	—	—	—	—	—
158 - -	176 - -	74 - -	75 - -	26 - -	3	- -	2 - -	—	—	—
1 - -	—	—	—	—	—	—	—	—	—	—
- -	1 - -	—	—	—	—	—	—	—	—	—
5 - -	5 - -	- -	8 - -	- -	8	- -	12 - -	6 - -	1 - -	1 - -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
LINCOLN	Friendly Loan Society, 134, West-street, Boston.	500 - -	460 - -	1,020 - -	290	280	20 - -
	Tradesmen's Loan Society, 84, Wide Borgate, Boston.	624 - -	671 - -	1,822 - -	435	293	14 - -
	Loan Society, Exchange Hall, High-street, Grantham.	700 - -	676 - -	2,056 - -	453	414	32 - -
	Albion Loan Society, Black Bull Inn, Ruskington.	- -	103 - -	362 - -	- -	102	2 - -
	Temperance Loan Society, Temperance Hall, West-street, Sleaford.	- -	150 - -	- -	- -	- -	- -
MIDDLESEX	Labour Loan Society, Albion Tavern, Thornhill-road, Barnsbury.	160 - -	163 - -	88 - -	12	12	- -
	Mutual Aid Loan Society, Reading Rooms, Salem-road, Bayswater.	215 - -	463 - -	666 - -	180	148	1 - -
	Loan Society, Bell Tavern, 93, Church-street, Bethnal Green.	52 - -	137 - -	224 - -	48	48	- -
	Working Men's Loan Society, Red Cow Tavern, 13, Old Castle-street, Bethnal Green.	81 - -	214 - -	262 - -	63	63	3 - -
	Loan Society, 21, Tyssen-street, Church-street, Bethnal Green.	69 - -	208 - -	235 - -	45	45	- -
	Loan Society, Rising Sun, 248, Globe-road, Bethnal Green.	112 - -	131 - -	194 - -	32	32	- -
	Loan Society, Old Friends, Green-street, Bethnal Green.	2,024 - -	659 - -	1,086 - -	119	119	11 - -
	Loan Society, George the Fourth, Green-street, Bethnal Green.	95 - -	379 - -	343 - -	82	82	- -
	Friendly Loan Society, White Horse, Hare-street, Bethnal Green.	- -	1,329 - -	857 - -	255	224	19 - -
	Loan Society, Barley Mow Tavern, Northampton-street, Bethnal Green.	51 - -	46 - -	48 - -	20	12	- -
	United Loan Society, Virginia Planter, 1, Virginia-row, Bethnal Green.	170 - -	362 - -	499 - -	96	95	2 - -
	Loan Society, Bricklayers' Arms, Earl-street, Blackfriars.	82 - -	134 - -	262 - -	67	66	- -
	Loan Society, Yorkshire Grey, Hart-street, Bloomsbury.	42 - -	190 - -	149 - -	26	24	- -
	Pioneer Loan Society, Royal Standard Tavern, Little Guildford - street, Bloomsbury.	671 - -	- -	671 - -	141	141	- -
	Loan Society, Prince Arthur, Brunswick-road, Bromley.	67 - -	214 - -	157 - -	65	51	- -
	Loan Society, Woolsack Tavern, Catherine-street, Bromley.	157 - -	205 - -	302 - -	64	64	- -
	Loan Society, Prince of Wales, St. Leonard's-road, Bromley.	11 - -	34 - -	42 - -	23	23	- -
	Phœnix Loan Society, Old Duke of Cambridge, Devon's-road, Bromley.	71 - -	123 - -	146 - -	50	49	1 - -
	Improved Loan Society, Elder Tree, Chrisp-street, Bromley.	82 - -	3 - -	55 - -	26	26	- -
	Loan Society, Pendergast Arms, St. Leonard's-road, Bromley.	18 - -	96 - -	32 - -	20	16	- -
	Mutual Loan Society, Infant School, 1, Chapel-place, Brompton.	512 - -	1,418 - -	1,940 - -	341	328	9 - -
	Loan Society, Barley Mow, 20, Harmood-street, Camden Town.	47 - -	130 - -	120 - -	29	29	- -
	Mutual Aid Loan Society, 1, Upper James-street, Camden Town.	126 - -	620 - -	796 - -	130	124	11 - -
	Loan Society, 14, Upper James-street, Camden Town.	90 - -	310 - -	222 - -	48	43	- -
	Independent Loan Society, 1, Stebbington-street, Oakley-square, Camden Town.	394 - -	725 - -	834 - -	148	144	10 - -
	Loan Society, Parr Head Tavern, 73, King-street, Camden Town.	186 - -	348 - -	714 - -	191	189	- -
	Mutual Loan Society, Newberry Arms, Malden-road, Camden Town.	110 - -	147 - -	268 - -	33	33	1 - -
	Mutual Loan Society, St. Martin's Tavern, Pratt-street, Camden Town.	191 - -	287 - -	557 - -	79	79	- -
	Loan Society, The Two Chairmen, Warwick-street, Charing Cross.	53 - -	20 - -	94 - -	12	12	- -
	Labour Loan Society, New School-room, King-street, Chelsea.	91 - -	168 - -	339 - -	58	58	1 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
34 – –	54 – –	20 – –	34 – –	34 – –	2	– –	4 – –	4 – –	—	—
87 – –	101 – –	23 – –	78 – –	—	—	—	—	—	—	—
68 – –	100 – –	40 – –	60 – –	60 – –	28	11	44 – –	14 – –	13 – –	2 – –
18 – –	20 – –	6 – –	– –	13 – –	– –	– –	– –	– –	1 – –	—
1 – –	– –	– –	3 – –	– –	– –	– –	– –	10 – –	—	—
4 – –	4 – –	4 – –	—	—	—	—	—	—	—	—
25 – –	26 – –	20 – –	29 – –	14 – –	—	—	—	—	—	—
11 – –	11 – –	2 – –	9 – –	—	—	—	—	—	—	—
13 – –	21 – –	8 – –	11 – –	1 – –	6	– –	6 – –	6 – –	3 – –	—
11 – –	18 – –	6 – –	12 – –	—	—	—	—	—	—	—
9 – –	10 – –	6 – –	6 – –	4 – –	1	– –	6 – –	—	—	—
54 – –	89 – –	17 – –	50 – –	22 – –	4	2	13 – –	10 – –	3 – –	5 – –
17 – –	17 – –	2 – –	15 – –	—	—	—	—	—	—	—
42 – –	61 – –	38 – –	– –	– –	52	9	98 – –	8 – –	14 – –	2 – –
1 – –	– –	1 – –	– –	– –	3	1	5 – –	2 – –	6 – –	—
24 – –	27 – –	2 – –	22 – –	2 – –	—	—	—	—	—	—
13 – –	15 – –	11 – –	– –	– –	4	1	10 – –	6 – –	2 – –	1 – –
7 – –	7 – –	22 – –	– –	– –	9	– –	13 – –	11 – –	1 – –	1 – –
33 – –	64 – –	32 – –	30 – –	31 – –	—	—	—	—	—	—
7 – –	9 – –	– –	9 – –	—	—	—	—	—	—	—
15 – –	17 – –	6 – –	10 – –	—	—	—	—	—	—	—
2 – –	2 – –	– –	2 – –	– –	2	– –	2 – –	2 – –	—	—
7 – –	8 – –	8 – –	7 – –	—	—	—	—	—	—	—
2 – –	3 – –	2 – –	1 – –	70 – –	—	—	—	—	—	—
1 – –	8 – –	8 – –	—	—	—	—	—	—	—	—
97 – –	143 – –	57 – –	78 – –	7 – –	24	– –	50 – –	15 – –	6 – –	2 – –
6 – –	7 – –	– –	6 – –	—	—	—	—	—	—	—
39 – –	50 – –	16 – –	– –	– –	20	2	30 – –	20 – –	8 – –	5 – –
11 – –	– –	9 – –	10 – –	– –	1	– –	5 – –	—	—	—
41 – –	59 – –	35 – –	23 – –	1 – –	—	—	—	—	—	—
33 – –	50 – –	16 – –	31 – –	2 – –	– –	– –	– –	7 – –	—	—
13 – –	15 – –	11 – –	15 – –	– –	1	– –	4 – –	4 – –	—	—
20 – –	49 – –	18 – –	28 – –	2 – –	—	—	—	—	—	—
4 – –	5 – –	1 – –	3 – –	—	—	—	—	—	—	—
13 – –	17 – –	4 – –	13 – –	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Gloucester Loan Society, City of Gloucester, 1, St. Leonard's-terrace, Chelsea.	558 - -	158 - -	320 - -	65	65	- - -
	Loan Society, Infant School-room, James-street, Marlborough-road, Chelsea.	548 - -	1,504 - -	2,208 - -	281	281	- - -
	Loan Society, Blenheim Tavern, Bond-street, Chelsea.	422 - -	143 - -	325 - -	36	36	1 - -
	Temperance Loan Society, 56, Lower George-street, Chelsea.	226 - -	365 - -	271 - -	63	63	3 - -
	Loan Society, Fountain Tavern, 19, Lower Sloane-street, Chelsea.	78 - -	480 - -	127 - -	28	25	1 - -
	Loan Society, Surprise Tavern, Christ Church terrace, Chelsea.	33 - -	140 - -	41 - -	9	9	- - -
	Loan Society, Woodman Tavern, Doyly-street, Chelsea.	321 - -	805 - -	1,897 - -	281	269	20 - -
	Loan Society, Royal Eagle, Francis-street, Chelsea.	195 - -	543 - -	530 - -	157	157	- - -
	Mutual Loan Society, 12, York-street, Hans-place, Chelsea.	283 - -	549 - -	902 - -	149	147	3 - -
	Temperance Loan Society, Sydney Hall, Leader street, Chelsea.	980 - -	2,179 - -	3,714 - -	917	806	63 - -
	Loan Society, Phœnix Tavern, Smith-street, King's-road, Chelsea.	275 - -	554 - -	1,094 - -	204	204	- - -
	Loan Society, Old Swan, Queen's-road West, Chelsea.	309 - -	304 - -	245 - -	34	34	- - -
	Loan Society, Duke of York Tavern, Devonshire-place, Chiswick.	244 - -	212 - -	364 - -	45	41	- - -
	New Combination Loan Society, Adam and Eve, Jewin-street, Aldersgate-street, City.	6 - -	27 - -	55 - -	14	14	1 - -
	Loan Society, Goldsmith's Arms, Albion-buildings, Aldersgate-street, City.	38 - -	127 - -	92 - -	24	22	- - -
	Loan Society, Coger's Hall, Bride-lane, City.	111 - -	394 - -	279 - -	49	49	- - -
	Loan Society, King's Arms, Bishopsgate Churchyard, City.	190 - -	1,008 - -	842 - -	123	123	- - -
	Loan Society, 72, Sun-street, Bishopsgate, City.	42 - -	88 - -	137 - -	33	33	- - -
	Loan Society, Rising Sun, Cloth Fair, City.	- - -	108 - -	- - -	- - -	- - -	- - -
	United Clickers' Friendly Loan Society, Falcon Tavern, Fetter-lane, City.	120 - -	133 - -	287 - -	45	34	- - -
	Loan Society, Elephant, 119, Fenchurch-street, City.	97 - -	261 - -	346 - -	21	21	- - -
	Loan Society, Temple Bar Tavern, 206, Fleet-street, City.	288 - -	913 - -	1,244 - -	124	120	8 - -
	Mutual Loan Society, Rose and Crown, 60, Dorset-street, Fleet-street, City.	- - -	550 - -	600 - -	110	90	12 - -
	Loan Society, Crown and Sugar Loaf, Garlick-hill, City.	97 - -	356 - -	319 - -	57	57	2 - -
	Loan Society, George Tavern, East Harding street, Gough-square, City.	69 - -	62 - -	58 - -	26	23	- - -
	Loan Society, Five Bells, Little Moorfields, City.	204 - -	297 - -	460 - -	130	126	3 - -
	Loan Society, Lion and Key, Lower Thames-street, City.	108 - -	190 - -	230 - -	38	33	3 - -
	Mutual Friendly Loan Society, White Swan Tavern, New-street-square, City.	510 - -	817 - -	1,369 - -	223	223	- - -
	Farringdon Loan Society, Wheatsheaf Tavern, 25, West Smithfield, City.	192 - -	410 - -	638 - -	125	110	2 - -
	Sons of the Thames Friendly Loan Society, White Hart, 213, Upper Thames-street, City.	103 - -	162 - -	180 - -	50	50	- - -
	Loan Society, Queen's Head, St. John-street, Smithfield, City.	31 - -	205 - -	49 - -	13	11	- - -
	Loan Society, Royal Sovereign, Brook-street, Clapton.	- - -	101 - -	36 - -	12	12	- - -
	Loan Society, Red Lion, Brook-street, Clapton.	39 - -	143 - -	131 - -	- -	20	- - -
	Loan Society, Ship Tavern, Berkley-street, Clerkenwell.	72 - -	349 - -	303 - -	54	54	- - -
	Loan Society, Queen's Head, Easton-street, Exmouth-street, Clerkenwell.	124 - -	240 - -	413 - -	121	121	- - -
	Loan Society, Morton Arms, Exmouth-street, Clerkenwell.	150 - -	234 - -	148 - -	32	28	- - -
	Loan Society, 6, Jerusalem-passage, Clerkenwell.	17 - -	170 - -	38 - -	12	12	- - -
	Loan Society, Baptist Head, St. John's-lane, Clerkenwell.	189 - -	187 - -	225 - -	37	37	1 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d	£. s. d.
	10 - -	12 - -	12 - -	1 - -	1	- -	4 - -	—	—	—
110 - -	160 - -	89 - -	67 - -	3 - -	37	4	253 - -	144 - -	21 - -	17 - -
17 - -	18 - -	8 - -	9 - -	—	—	—	—	—	—	—
13 - -	- -	20 - -	- -	24 - -	20	- -	31 - -	- -	6 - -	—
6 - -	7 - -	4 - -	- -	3 - -	34	2	74 - -	26 - -	14 - -	2 - -
1 - -	7 - -	6 - -	1 - -	- -	4	- -	1 - -	—	—	—
62 - -	121 - -	43 - -	58 - -	19 - -	12	- -	20 - -	12 - -	1 - -	—
24 - -	29 - -	3 - -	26 - -	—	—	—	—	—	—	—
45 - -	48 - -	10 - -	37 - -	- -	10	- -	35 - -	9 - -	2 - -	1 - -
185 - -	277 - -	283 - -	164 - -	18 - -	48	- -	110 - -	45 - -	8 - -	3 - -
54 - -	54 - -	23 - -	31 - -	- -	13	3	33 - -	18 - -	4 - -	2 - -
12 - -	14 - -	7 - -	14 - -	22 - -	—	—	—	—	—	—
18 - -	37 - -	21 - -	17 - -	- -	9	- -	28 - -	12 - -	1 - -	—
2 - -	63 - -	6 - -	—	—	—	—	—	—	—	—
4 - -	4 - -	- -	6 - -	1 - -	—	—	—	—	—	—
13 - -	21 - -	10 - -	10 - -	—	—	—	—	—	—	—
42 - -	42 - -	17 - -	25 - -	- -	6	1	38 - -	32 - -	2 - -	—
6 - -	11 - -	7 - -	3 - -	—	—	—	—	—	—	—
- -	- -	5 - -	- -	- -	10	- -	31 - -	8 - -	8 - -	—
14 - -	21 - -	4 - -	9 - -	7 - -	—	—	—	—	—	—
6 - -	7 - -	8 - -	4 - -	- -	1	- -	2 - -	- -	6 - -	—
62 - -	70 - -	18 - -	62 - -	8 - -	—	—	—	—	—	—
30 - -	35 - -	16 - -	30 - -	- -	10	1	15 - -	12 - -	4 - -	2 - -
15 - -	18 - -	11 - -	16 - -	2 - -	—	—	—	—	—	—
3 - -	- -	6 - -	3 - -	—	—	—	—	—	—	—
23 - -	36 - -	12 - -	21 - -	2 - -	7	- -	5 - -	5 - -	—	—
11 - -	15 - -	6 - -	10 - -	- -	12	- -	21 - -	3 - -	4 - -	1 - -
68 - -	- -	24 - -	83 - -	—	—	—	—	—	—	—
31 - -	40 - -	21 - -	19 - -	- -	17	1	26 - -	9 - -	6 - -	2 - -
9 - -	16 - -	3 - -	11 - -	1 - -	- -	- -	- -	1 - -	—	—
2 - -	2 - -	- -	6 - -	1 - -	1	- -	2 - -	2 - -	—	—
1 - -	- -	4 - -	1 - -	- -	10	—	—	—	—	—
- -	- -	- -	6 - -	—	—	—	—	—	—	—
15 - -	15 - -	2 - -	—	—	—	—	—	—	—	—
26 - -	26 - -	11 - -	26 - -	- -	2	1	2 - -	—	—	—
3 - -	10 - -	7 - -	3 - -	—	—	—	—	—	—	—
1 - -	2 - -	4 - -	—	—	—	—	—	—	—	—
10 - -	11 - -	5 - -	9 - -	7 - -	5	- -	6 - -	- -	1 - -	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Teetotal Mutual Loan Society, Union Hall, 9, St. John-square, Clerkenwell.	92 – –	259 – –	548 – –	94	94	5 – –
	Mutual Loan Society, Crown Tavern, Pentonville-road, Clerkenwell.	42 – –	216 – –	108 – –	35	21	- -
	Friendly Loan Society, Two Brewers, 26, Aylesbury-street, Clerkenwell.	126 – –	269 – –	454 – –	92	92	2 – –
	Working Man's Loan Society, Horse and Groom, St. John-street, Clerkenwell.	51 – –	164 – –	130 – –	39	36	- -
	Friends of Industry Loan Society, 1, Short's-buildings, Clerkenwell-close.	90 – –	340 – –	413 – –	75	74	13 – –
	Loan Society, Baptist Head, St. John's-lane, St. John-street, Clerkenwell.	172 – –	254 – –	129 – –	22	22	- -
	Central Loan Society, Royal Oak, 14, Spencer-street, Clerkenwell.	169 – –	141 – –	373 – –	98	97	3 – –
	Loan Society, Royal Oak, 14, Spencer-street, Clerkenwell.	272 – –	238 – –	207 – –	45	44	- -
	Provident Loan Society, Green Man, New-street, Covent Garden.	44 – –	249 – –	168 – –	33	33	- -
	Loan Society, Brownlow Arms, Brownlow-street, Queen's road, Dalston.	60 – –	44 – –	52 – –	25	25	- -
	Loan Society, Exmouth Arms, Exmouth-street, Euston-square.	2 – –	160 – –	5 – –	1	1	- -
	Mutual Provident Loan Society, Adam and Eve, 288, Euston-road.	93 – –	227 – –	291 – –	109	109	- -
	Loan Society, Orange-street, 234, Euston-road.	61 – –	98 – –	136 – –	38	38	- -
	Loan Society, Lord Palmerston, King's-road, Fulham.	- -	128 – –	- -	- -	- -	- -
	Loan Society, Newcastle-on-Tyne Tavern, 6, Cambridge-street, Golden-square.	216 – –	174 – –	228 – –	47	47	- -
	Loan Society, Crown and Anchor, 9, Brewer-street, Golden-square.	134 – –	271 – –	507 – –	139	132	- -
	Loan Society, Fountain Tavern, New-street, Golden-square.	46 – –	182 – –	332 – –	72	67	3 – –
	Loan Society, Silver-street, Golden-square.	55 – –	158 – –	361 – –	70	70	- -
	Loan Society, Bull's Head, Little Windmill-street, Golden-square.	42 – –	109 – –	101 – –	57	57	1 – –
	St. Mark's Loan Society, 11, Brown-street, Grosvenor-square.	125 – –	136 – –	389 – –	82	82	- -
	Loan Society, Clarendon Arms, 2, North-row, Grosvenor-square.	97 – –	400 – –	459 – –	91	89	- -
	Loan Society, Castle Inn, Tees-mews, Grosvenor-square.	61 – –	94 – –	181 – –	62	62	- -
	Independent Loan Society, Coach and Horses, Grosvenor-mews, Grosvenor-square.	47 – –	207 – –	220 – –	31	31	- -
	Loan Society, Rodney's Head, Robert-street, Grosvenor-square.	59 – –	194 – –	251 – –	57	57	- -
	Loan Society, George Inn, 53, South-street, Grosvenor-square.	158 – –	473 – –	520 – –	65	60	1 – –
	Loan Society, Earl Amherst Tavern, Amherst-road, Hackney.	79 – –	330 – –	531 – –	61	61	1 – –
	Loan Society, 304, Hackney-road	271 – –	808 – –	1,066 – –	196	196	- -
	Loan Society, 3, Margaret-street, Hackney Fields, Hackney.	13 – –	28 – –	37 – –	11	11	- -
	Loan Society, Duke of Wellington, Wellington-street, Shacklewell, Hackney.	111 – –	112 – –	241 – –	51	51	- -
	Loan Society, Green Man Tavern, Shacklewell, Hackney.	32 – –	182 – –	288 – –	50	50	- -
	De Beauvoir Loan Society, Southgate Arms, Southgate-road, West Hackney.	420 – –	789 – –	1,389 – –	256	221	5 – –
	Loan Society, Champion Inn, Weymouth-terrace, Hackney.	78 – –	104 – –	176 – –	43	41	- -
	Loan Society, 30, Barnnett-street, Birdcage-walk, Hackney-road.	25 – –	53 – –	78 – –	18	18	- -
	Loan Society, Salutation Inn, King-street, Hammersmith.	371 – –	368 – –	1,305 – –	73	71	1 – –
	Loan Society, Ship Inn, Bridge-road, Hammersmith.	16 – –	105 – –	20 – –	4	4	- -
	Loan Society, Coach and Horses, Heath-street, Hampstead.	167 – –	335 – –	502 – –	114	109	3 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Sum-monses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
27 - -	32 - -	11 - -	21 - -	- - -	3	- -	4 - -	3 - -	—	—
5 - -	5 - -	4 - -	1 - -	—	—	—	—	—	—	—
22 - -	25 - -	10 - -	15 - -	—	—	—	—	—	—	—
6 - -	9 - -	10 - -	13 - -	9 - -	—	—	—	—	—	—
20 - -	21 - -	2 - -	19 - -	- -	5	- -	15 - -	4 - -	2 - -	—
6 - -	11 - -	7 - -	7 - -	6 - -	—	—	—	—	—	—
16 - -	19 - -	11 - -	7 - -	1 - -	—	—	—	—	—	—
10 - -	17 - -	10 - -	5 - -	1 - -	1	- -	2 - -	2 - -	—	—
8 - -	9 - -	9 - -	- -	- -	4	- -	10 - -	7 - -	—	—
2 - -	9 - -	5 - -	1 - -	2 - -	—	—	—	—	—	—
- -	- -	6 - -	- -	- -	6	- -	17 - -	17 - -	2 - -	—
16 - -	30 - -	8 - -	20 - -	1 - -	2	1	4 - -	3 - -	- -	1 - -
6 - -	7 - -	4 - -	6 - -	- -	—	—	—	—	—	—
- -	- -	7 - -	- -	- -	18	- -	84 - -	5 - -	6 - -	—
11 - -	26 - -	10 - -	15 - -	1 - -	—	—	—	—	—	—
25 - -	34 - -	11 - -	28 - -	4 - -	2	- -	17 - -	13 - -	—	—
16 - -	16 - -	8 - -	3 - -	4 - -	—	—	—	—	—	—
14 - -	31 - -	9 - -	22 - -	—	—	—	—	—	—	—
5 - -	- -	6 - -	7 - -	- -	2	- -	1 - -	1 - -	—	—
14 - -	26 - -	10 - -	- -	2 - -	1	- -	9 - -	9 - -	—	—
22 - -	23 - -	5 - -	18 - -	—	—	—	—	—	—	—
9 - -	9 - -	1 - -	6 - -	—	—	—	—	—	—	—
11 - -	17 - -	6 - -	10 - -	—	—	—	—	—	—	—
12 - -	15 - -	4 - -	- -	11 - -	—	—	—	—	—	—
28 - -	29 - -	- -	27 - -	2 - -	—	—	—	—	—	—
29 - -	30 - -	14 - -	33 - -	19 - -	7	—	—	—	—	—
53 - -	84 - -	29 - -	54 - -	- -	17	- -	25 - -	6 - -	2 - -	3 - -
1 - -	1 - -	- -	1 - -	—	—	—	—	—	—	—
12 - -	16 - -	7 - -	8 - -	—	—	—	—	—	—	—
14 - -	20 - -	7 - -	12 - -	—	—	—	—	—	—	—
78 - -	84 - -	20 - -	82 - -	2 - -	—	—	—	—	—	—
8 - -	13 - -	5 - -	6 - -	—	—	—	—	—	—	—
3 - -	3 - -	4 - -	2 - -	—	—	—	—	—	—	—
19 - -	74 - -	24 - -	39 - -	9 - -	—	—	—	—	—	—
1 - -	1 - -	5 - -	- -	- -	4	2	4 - -	4 - -	—	—
25 - -	32 - -	7 - -	21 - -	3 - -	1	- -	1 - -	1 - -	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Old Friends' Loan Society, Fitzroy Arms, Cardington-street, Hampstead-road.	84 – –	282 – –	413 – –	63	63	– –
	Loan Society, Cricketers' Inn, West-street, Harrow-on-the-Hill.	60 – –	135 – –	236 – –	32	32	– –
	Loan Society, Brunswick Arms, Brunswick-road, Highgate-hill.	107 – –	159 – –	247 – –	45	42	– –
	Loan Society, Fox and Crown, West-hill, Highgate.	176 – –	187 – –	462 – –	59	55	3 – –
	Loan Society, No. 1, Queen's Head, 41, Acton-street, Gray's Inn-road, Holborn.	40 – –	192 – –	99 – –	26	25	– –
	Loan Society, No. 2, Queen's Head, 41, Acton-street, Gray's Inn-road, Holborn.	15 – –	123 – –	47 – –	6	6	– –
	Loan Society, No. 3, Queen's Head, 41, Acton-street, Gray's Inn-road, Holborn.	82 – –	546 – –	323 – –	53	51	– –
	Loan Society, The Talbot, 138, Gray's Inn-road, Holborn.	78 – –	420 – –	390 – –	55	55	– –
	Mutual Aid Fund Loan Society, Hole-in-the-Wall, Kirby-street, Hatton-garden, Holborn.	31 – –	187 – –	128 – –	26	26	1 – –
	Loan Society, Robin Hood, Leather-lane, Holborn.	72 – –	290 – –	150 – –	53	41	– –
	Loan Society, Rose, 58, Hatton-garden, Holborn.	282 – –	177 – –	282 – –	93	83	– –
	Loan Society, Griffin, Liquorpond-street, Holborn.	585 – –	340 – –	612 – –	83	83	– –
	Central London Loan Society, Griffin Tavern, Liquorpond-street, Hoborn.	80 – –	90 – –	50 – –	6	6	– –
	Loan Society, King's Arms, Little James-street, Bedford-row, Holborn.	76 – –	69 – –	– –	– –	– –	– –
	Loan Society, Red Gate Tavern, 13, Kingsgate-street, Holborn.	88 – –	69 – –	101 – –	22	21	– –
	Loan Society, Spread Eagle, Old North-street, Red Lion-square, Holborn.	87 – –	170 – –	288 – –	51	50	– –
	Mutual Aid Benefit Loan Society, The Sportsman, 41, Great Saffron-hill, Holborn.	76 – –	67 – –	161 – –	25	23	– –
	Co-operative Loan Society, 5, New Hornsey-road, Holloway.	405 – –	141 – –	171 – –	44	44	1 – –
	Loan Society, Nightingale Inn, Hornsey-road, Holloway.	96 – –	71 – –	156 – –	44	44	– –
	Loan Society, Black Horse Tavern, John-street, Upper Holloway.	51 – –	135 – –	201 – –	32	32	– –
	Loan Society, Prince Albert Tavern, Hollingsworth-street, Holloway.	39 – –	131 – –	108 – –	24	24	– –
	Loan Society, 8, Bridge-street, Homerton	250 – –	397 – –	812 – –	130	126	1 – –
	Loan Society, Chesham Arms, Mehetabel-road, Homerton.	144 – –	274 – –	714 – –	112	110	– –
	Loan Society, Myrtle Tavern, Ashford-street, Hoxton.	71 – –	327 – –	161 – –	33	33	– –
	Loan Society, 26, Gopsall-street, Hoxton	57 – –	94 – –	166 – –	44	42	– –
	Loan Society, George and Dragon, Hoxton-market.	136 – –	283 – –	442 – –	83	83	3 – –
	New Mutual Aid Loan Society, British Lion, Cavendish-street, New North-road, Hoxton.	90 – –	122 – –	152 – –	30	26	2 – –
	Working Men's Loan Society, Castle Inn, Upper-square, Isleworth.	132 – –	297 – –	522 – –	50	50	11 – –
	Loan Society, Hanbury Arms, Arlington-square, Islington.	42 – –	94 – –	80 – –	26	21	– –
	Working Men's Loan Society, Prince of Brunswick, 127, Barnsbury-road, Islington.	247 – –	797 –	1,001 – –	199	199	4 – –
	Loan Society, Pocock Arms, Caledonian-road, Islington.	79 – –	240 – –	79 – –	17	15	– –
	Loan Society, Twyford Arms, Twyford-street, Caledonian-road, Islington.	123 – –	371 – –	472 – –	58	57	– –
	Metropolitan Loan Society, Butchers' Arms, York-road, Islington.	196 – –	130 – –	253 – –	34	34	– –
	United Loan Society, 57, Charlotte-street, Caledonian-road, Islington.	202 – –	416 – –	512 – –	79	79	7 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
20 - -	26 - -	9 - -	14 - -	2 - -	4	- -	- -	- -	1 - -	—
11 - -	12 - -	5 - -	15 - -	5 - -	—	—	—	—	—	—
12 - -	23 - -	8 - -	14 - -	—	—	—	—	—	—	—
23 - -	39 - -	13 - -	22 - -	4 - -	2	- -	7 - -	7 - -	—	—
4 - -	4 - -	- -	- -	4 - -	—	—	—	—	—	—
2 - -	2 - -	- -	- -	1 - -	—	—	—	—	—	—
16 - -	16 - -	2 - -	- -	14 - -	—	—	—	—	—	—
19 - -	19 - -	7 - -	19 - -	—	—	—	—	—	—	—
6 - -	8 - -	2 - -	5 - -	—	—	—	—	—	—	—
7 - -	7 - -	17 - -	6 - -	3 - -	4	- -	10 - -	—	—	—
14 - -	27 - -	15 - -	10 - -	1 - -	1	- -	3 - -	4 - -	—	—
20 - -	29 - -	12 - -	16 - -	11 - -	8	- -	10 - -	5 - -	—	—
- -	- -	3 - -	- -	- -	1	- -	5 - -	—	—	—
- -	- -	3 - -	- -	- -	2	- -	6 - -	—	—	—
4 - -	9 - -	4 - -	—	—	—	—	—	—	—	—
14 - -	20 - -	8 - -	9 - -	2 - -	2	- -	5 - -	4 - -	—	—
4 - -	5 - -	5 - -	5 - -	- -	2	- -	1 - -	—	—	—
8 - -	16 - -	5 - -	10 - -	1 - -	6	- -	12 - -	7 - -	1 - -	—
7 - -	13 - -	6 - -	6 - -	—	—	—	—	—	—	—
10 - -	10 - -	7 - -	11 - -	- -	1	- -	1 - -	—	—	—
5 - -	5 - -	- -	4 - -	—	—	—	—	—	—	—
40 - -	41 - -	20 - -	21 - -	- -	2	1	7 - -	2 - -	—	—
21 - -	21 - -	4 - -	16 - -	—	—	—	—	—	—	—
8 - -	8 - -	11 - -	9 - -	- -	- -	- -	- -	4 - -	—	—
9 - -	10 - -	6 - -	4 - -	6 - -	—	—	—	—	—	—
23 - -	24 - -	14 - -	24 - -	—	—	—	—	—	—	—
8 - -	16 - -	9 - -	6 - -	—	—	—	—	—	—	—
16 - -	27 - -	12 - -	13 - -	1 - -	—	—	—	—	—	—
4 - -	14 - -	6 - -	5 - -	3 - -	—	—	—	—	—	—
50 - -	54 - -	18 - -	31 - -	4 - -	—	—	—	—	—	—
3 - -	7 - -	6 - -	3 - -	1 - -	3	- -	10 - -	10 - -	—	—
23 - -	42 - -	9 - -	42 - -	—	—	—	—	—	—	—
12 - -	12 - -	- -	12 - -	2 - -	—	—	—	—	—	—
30 - -	37 - -	11 - -	35 - -	35 - -	5	- -	21 - -	- -	2 - -	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Prince Albert, Alfred-street, Islington.	24 – –	75 – –	41 – –	8	8	– –
	Loan Society, Victory Tavern, 34, Andover-road, Islington.	81 – –	55 – –	111 – –	45	45	– –
	Loan Society, 18, Cross-street, Islington	63 – –	314 – –	277 – –	39	37	3 – –
	Loan Society, Goldsmith's Arms, Thornhill-street, Islington.	31 – –	46 – –	92 – –	25	25	– –
	Mutual Loan Society, 25, Nicholas-street, New North-road, Islington.	9 – –	198 – –	221 – –	87	81	2 – –
	Mutual Loan Society, Carpenter's Arms, 105, King's Cross-road, Islington.	11 – –	177 – –	– –	– –	– –	– –
	Loan Society, King's Arms, Durham-road, Islington.	145 – –	189 – –	144 – –	20	15	– –
	Friends of Industry Loan Society, Island Queen Tavern, 34, Hanover-street, Islington.	202 – –	600 – –	1,096 – –	127	127	1 – –
	Loan Society, General Havelock, Hornsey-road, Islington.	47 – –	88 – –	102 – –	24	24	– –
	Loan Society, Radnor Arms Tavern, King Henry's-walk, Mildmay-Park, Islington.	209 – –	293 – –	518 – –	73	73	1 – –
	Philanthropic Loan Society, Adelaide, 3, Wellington-place, Liverpool-road, Islington.	175 – –	331 – –	372 – –	98	98	– –
	Loan Society, Lord Nelson, Old Street-road, Islington.	331 – –	150 – –	215 – –	50	44	– –
	Loan Society, Three Doves, 24, Berwick-street, St. James's.	74 – –	100 – –	156 – –	57	50	– –
	Mutual Loan Society, 40 A, Rupert-street, St. James's.	87 – –	214 – –	438 – –	112	103	5 – –
	Loan Society, Craven Arms, Marshall-street, St. James's.	20 – –	105 – –	150 – –	40	40	1 – –
	Loan Society, Catherine Wheel, Great Windmill-street, St. James's.	567 – –	700 – –	815 – –	300	250	24 – –
	Loan Society, Three Spies, Great Windmill-street, St. James's.	41 – –	28 – –	75 – –	– –	25	– –
	Loan Society, 50, Great Windmill--street, St. James's.	279 – –	209 – –	116 – –	31	31	– –
	Loan Society, No. 1, Henry-street, St. John's Wood.	200 – –	705 – –	882 – –	155	145	5 – –
	Tradesman's Loan Society, Duke of Sussex, Lower Uxbridge-street, Kensington.	153 – –	148 – –	268 – –	63	49	3 – –
	Mutual Assistance Loan Society, 42, Ferdinand-street, Kentish Town.	17 – –	120 – –	216 – –	39	32	1 – –
	Loan Society, Carlton Tavern, Warden-road, Kentish Town.	113 – –	499 – –	446 – –	54	54	– –
	Loan Society, King's Arms, Kentish Town-road.	77 – –	272 – –	223 – –	42	42	– –
	Loan Society, Black Horse, Cain-place, Kentish Town.	71 – –	325 – –	331 – –	79	71	1 – –
	Loan Society, Nelson Tavern, Victoria-road, Kentish Town.	47 – –	138 – –	133 – –	24	24	– –
	Loan Society, Red Lion Tavern, Kilburn	295 – –	874 – –	1,661 – –	146	142	– –
	Working Men's Loan Society, 44, Canterbury-road, Kilburn.	214 – –	208 – –	341 – –	92	80	6 – –
	Loan Society, Builder's Arms, 254, Pentonville-road, King's Cross.	60 – –	240 – –	230 – –	46	41	– –
	Loan Society, Prince Albert, Wharf-road, King's Cross.	600 – –	400 – –	600 – –	118	118	1 – –
	Loan Society, City of York, King's Cross	47 – –	143 – –	110 – –	19	19	– –
	De Beauvoir Loan Society, Waggon and Horses, Hertford-road, Kingsland.	170 – –	267 – –	490 – –	58	58	4 – –
	Friends of Trade Loan Society, Britannia, Kingsland-road.	447 – –	795 – –	1,642 – –	234	231	9 – –
	Loan Society, Middleton Arms, 7, Mansfield-street, Kingsland-road.	148 – –	300 – –	629 – –	97	97	1 – –
	Loan Society, Windsor Castle, 7, Middle-row, North, Knightsbridge.	140 – –	413 – –	462 – –	91	88	1 – –
	Albert Loan Society, 23 A, High-road, Knightsbridge.	159 – –	208 – –	400 – –	91	91	– –
	Loan Society, Anchor and Hope, Horse-ferry-road, Limehouse.	95 – –	45 – –	189 – –	51	42	– –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders, in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Cost incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
2 - -	- -	5 - -	- -	- -	6	- -	- -	- -	1 - -	—
6 - -	15 - -	12 - -	6 - -	—	—	—	—	—	—	—
14 - -	56 - -	35 - -	12 - -	8 - -	23	8	112 - -	30 - -	12 - -	7 - -
4 - -	4 - -	2 - -	4 - -	—	—	—	—	—	—	—
15 - -	18 - -	10 - -	8 - -	- -	5	- -	4 - -	1 - -	—	—
- -	- -	- -	- -	- -	2	- -	10 - -	- -	1 - -	—
4 - -	10 - -	5 - -	- -	5 - -	—	—	—	—	—	—
40 - -	41 - -	21 - -	31 - -	1 - -	5	- -	18 - -	2 - -	2 - -	—
5 - -	8 - -	4 - -	4 - -	—	—	—	—	—	—	—
26 - -	27 - -	9 - -	26 - -	1 - -	—	—	—	—	—	—
18 - -	38 - -	9 - -	28 - -	—	—	—	—	—	—	—
10 - -	- -	8 - -	8 - -	5 - -	—	—	—	—	—	—
7 - -	8 - -	1 - -	6 - -	6 - -	1	- -	1 - -	—	—	—
21 - -	27 - -	9 - -	16 - -	1 - -	7	- -	6 - -	- -	1 - -	1 - -
7 - -	8 - -	3 - -	3 - -	- -	1	- -	4 - -	4 - -	—	—
40 - -	64 - -	31 - -	30 - -	3 - -	10	- -	17 - -	12 - -	1 - -	—
2 - -	3 - -	5 - -	—	—	—	—	—	—	—	—
5 - -	- -	7 - -	5 - -	- -	3	- -	6 - -	1 - -	—	—
44 - -	49 - -	31 - -	17 - -	1 - -	10	- -	20 - -	12 - -	1 - -	1 - -
13 - -	28 - -	25 - -	6 - -	- -	3	1	12 - -	4 - -	2 - -	—
10 - -	11 - -	2 - -	9 - -	—	—	—	—	—	—	—
22 - -	22 - -	15 - -	26 - -	10 - -	—	—	—	—	—	—
13 - -	13 - -	6 - -	7 - -	- -	4	- -	21 - -	4 - -	5 - -	—
16 - -	18 - -	8 - -	18 - -	—	—	—	—	—	—	—
6 - -	7 - -	- -	5 - -	5 - -	4	- -	15 - -	12 - -	2 - -	—
83 - -	- -	26 - -	59 - -	- -	1	- -	2 - -	—	—	—
17 - -	23 - -	10 - -	10 - -	3 - -	3	1	4 - -	2 - -	3 - -	—
11 - -	12 - -	6 - -	6 - -	- -	- -	1	1 - -	—	—	—
30 - -	31 - -	11 - -	20 - -	20 - -	4	- -	10 - -	7 - -	1 - -	1 - -
5 - -	- -	6 - -	—	—	—	—	—	—	—	—
41 - -	45 - -	3 - -	32 - -	9 - -	3	- -	6 - -	—	—	—
82 - -	121 - -	43 - -	71 - -	6 - -	2	- -	18 - -	18 - -	1 - -	1 - -
28 - -	44 - -	12 - -	26 - -	4 - -	—	—	—	—	—	—
23 - -	24 - -	10 - -	25 - -	14 - -	—	—	—	—	—	—
20 - -	37 - -	8 - -	26 - -	3 - -	—	—	—	—	—	—
9 - -	7 - -	4 - -	9 - -	4 - -	4	- -	1 - -	1 - -	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ENGLAND—*continued.*							
MIDDLESEX—*cont^d.*	Pioneers Self-Help Loan Society, Bank of Friendship, West India-road, Limehouse.	5 – –	5 – –	2 – –	3	1	– –
	Loan Society, The Queen, Rhodeswell-road, Limehouse.	36 – –	31 – –	36 – –	10	10	– –
	Excelsior Loan Society, 46, Portugal-street, Lincoln's Inn.	– –	105 – –	– –	– –	– –	– –
	Union Aid Loan Society, 46, Portugal-street, Lincoln's Inn.	96 – –	147 – –	186 – –	60	55	– –
	Loan Society, Crown and Anchor, King-street, Long Acre.	179 – –	569 – –	867 – –	113	113	– –
	Loan Society, Jolly Anglers, Bath-street, St. Luke's.	19 – –	26 – –	53 – –	16	16	– –
	Mutual Loan Society, Ironmongers' Arms, Lizard-street, St. Luke's.	73 – –	166 – –	212 – –	55	55	– –
	Mutual Loan Society, King's Arms, Little Mitchell-street, St. Luke's.	49 – –	92 – –	155 – –	49	49	– –
	Loan Society, 91, Old-street, St. Luke's	125 – –	153 – –	262 – –	60	60	– –
	Loan Society, 205, Goswell-road, St. Luke's.	445 – –	455 – –	853 – –	301	288	13 – –
	Loan Society, Beckford's Head, Old-street, St. Luke's.	70 – –	115 – –	157 – –	62	61	1 – –
	Mutual Loan Society, Lemon Tree, 4, Bedfordbury, St. Martin's.	165 – –	285 – –	506 – –	77	77	3 – –
	Loan Society, Horse and Dolphin Inn, St. Martin's-street.	65 – –	227 – –	239 – –	65	65	– –
	Loan Society, Hand and Racquet, Whitcomb-street, St. Martin's.	211 – –	571 – –	1,096 – –	220	190	– –
	United Friends Loan Society, Merlin's Cave, 3, Margaret-street, Cavendish-square, Marylebone.	– –	91 – –	– –	– –	– –	– –
	Mutual Loan Society, Prince of Wales Tavern, 62, Charlotte-street, Marylebone.	165 – –	99 – –	106 – –	37	37	– –
	Trafalgar Loan Society, Lord Nelson Tavern, 18, Upper Charlton-street, Marylebone.	466 – –	991 – –	1,729 – –	250	247	3 – –
	Loan Society, City of Hereford, Charles-street, Portman-square, Marylebone.	521 – –	495 – –	– –	70	68	5 – –
	Loan Society, Duke of York, Church-street, Lisson-grove, Marylebone.	175 – –	259 – –	408 – –	76	76	2 – –
	Amicable Loan Society, Assembly Rooms, Circus-street, Marylebone-road.	33 – –	116 – –	94 – –	18	13	– –
	Friends of Labour Loan Society, The Fortune of War, 92, East-street, Marylebone.	167 – –	442 – –	689 – –	96	96	– –
	Loan Society, Black Horse, 109, High-street, Marylebone.	256 – –	807 – –	1,046 – –	166	162	4 – –
	Loan Society, Old Rising Sun, 79, High-street, Marylebone.	238 – –	864 – –	1,630 – –	164	164	– –
	Loan Society, 50, Upper Lisson-street, Marylebone.	118 – –	480 – –	731 – –	129	127	– –
	Loan Society, 7, Little Marylebone-street, Marylebone.	321 – –	1,399 – –	2,307 – –	371	371	– –
	Loan Society, Three Compasses, Little Marylebone-street, Marylebone.	157 – –	380 – –	546 – –	152	125	– –
	Loan Society, The Norfolk Arms, Burwood-place, Edgeware-road, Marylebone.	98 – –	114 – –	222 – –	42	42	– –
	North Western Loan Society, Portman Arms, Milton-street, Dorset-square, Marylebone.	377 – –	452 – –	1,317 – –	220	206	3 – –
	Tradesmen's and Working Men's Loan Society, 67, Boston-place, Dorset-square, Marylebone.	31 – –	570 – –	728 – –	126	125	7 – –
	Loan Society, King's Head, 13, Westmorland-street, Marylebone.	226 – –	1,114 – –	1,906 – –	196	196	1 – –
	Loan Society, Jacob's Well, 13, Charles-street, Manchester-square, Marylebone.	108 – –	508 – –	554 – –	119	119	– –
	Loan Society, Phœnix Inn, North-street, Lisson-grove, Marylebone.	22 – –	367 – –	127 – –	57	31	– –
	Loan Society, Prince Regent, Seymour-place, Marylebone.	101 – –	545 – –	1,047 – –	178	157	12 – –
	Mutual Loan Society, Marquis of Cornwallis, Warren-street, Marylebone.	33 – –	202 – –	86 – –	36	13	3 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	1 - -	1 - -	—	—	—	—	—	—	—	—
1 - -	4 - -	1 - -	1 - -	—	—	—	—	—	—	—
- -	- -	2 - -	- -	- -	23	1	60 - -	35 - -	2 - -	1 - -
9 - -	9 - -	6 - -	6 - -	—	—	—	—	—	—	—
43 - -	43 - -	13 - -	29 - -	—	—	—	—	—	—	—
2 - -	2 - -	1 - -	1 - -	—	—	—	—	—	—	—
10 - -	11 - -	2 - -	8 - -	- -	2	- -	2 - -	—	—	—
7 - -	8 - -	5 - -	2 - -	- -	2	1	2 - -	—	—	—
13 - -	16 - -	6 - -	16 - -	—	—	—	—	—	—	—
47 - -	60 - -	15 - -	39 - -	6 - -	—	—	—	—	—	—
4 - -	19 - -	12 - -	7 - -	7 - -	—	—	—	—	—	—
25 - -	53 - -	26 - -	26 - -	—	—	—	—	—	—	—
11 - -	12 - -	3 - -	8 - -	- -	1	- -	1 - -	1 - -	—	—
41 - -	103 - -	36 - -	67 - -	- -	8	3	24 - -	24 - -	5 - -	5 - -
- -	- -	3 - -	- -	- -	1	—	—	—	—	—
8 - -	8 - -	3 - -	8 - -	—	—	—	—	—	—	—
86 - -	135 - -	39 - -	91 - -	4 - -	7	- -	31 - -	8 - -	5 - -	2 - -
29 - -	41 - -	23 - -	19 - -	- -	5	- -	- -	4 - -	2 - -	1 - -
20 - -	22 - -	17 - -	19 - -	1 - -	—	—	—	—	—	—
6 - -	16 - -	12 - -	3 - -	- -	9	- -	72 - -	14 - -	1 - -	1 - -
34 - -	35 - -	16 - -	28 - -	- -	14	- -	54 - -	18 - -	6 - -	—
52 - -	56 - -	4 - -	52 - -	1 - -	11	2	56 - -	44 - -	6 - -	—
81 - -	108 - -	30 - -	78 - -	- -	3	1	13 - -	- -	2 - -	1 - -
36 - -	46 - -	13 - -	33 - -	—	—	—	—	—	—	—
103 - -	133 - -	4 - -	105 - -	- -	2	- -	7 - -	3 - -	—	—
27 - -	27 - -	2 - -	20 - -	4 - -	—	—	—	—	—	—
11 - -	11 - -	5 - -	11 - -	—	—	—	—	—	—	—
55 - -	13 - -	26 - -	31 - -	13 - -	—	—	—	—	—	—
36 - -	44 - -	29 - -	22 - -	14 - -	—	—	—	—	—	—
73 - -	74 - -	36 - -	73 - -	- -	5	4	17 - -	25 - -	3 - -	2 - -
27 - -	34 - -	8 - -	6 - -	25 - -	3	- -	6 - -	3 - -	—	—
7 - -	8 - -	22 - -	- -	- -	42	5	88 - -	40 - -	24 - -	8 - -
52 - -	65 - -	20 - -	32 - -	12 - -	10	1	15 - -	9 - -	2 - -	1 - -
12 - -	15 - -	6 - -	8 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Friendly Loan Society, Bank of Friendship, Bancroft-place, Mile End-road.	137 - -	162 - -	298 - -	49	49	1 - -
	Loan Society, Old Globe, Mile End-road.	380 - -	195 - -	244 - -	44	44	- -
	Loan Society, Queen's Head, Cambridge Heath-road, Mile End.	25 - -	35 - -	63 - -	28	27	- -
	Loan Society, Fox, Russell-street, Mile End.	236 - -	425 - -	622 - -	140	135	- -
	Loan Society, Sidney Arms Tavern, Sidney-street, Mile End.	893 - -	517 - -	862 - -	115	110	3 - -
	Loan Society, Farriers' Arms, Manselpassage, Haydon-square, Minories.	45 - -	98 - -	126 - -	41	41	- -
	Bayswater and Notting-hill Loan Society, 18, St. George's-road, Norland-road, Notting-hill.	151 - -	406 - -	649 - -	96	88	5 - -
	Loan Society, Britannia Tavern, Latimer-road, Notting-hill.	61 - -	276 - -	142 - -	22	22	- -
	Loan Society, Crown Tavern, Prince's-road, Notting-hill.	143 - -	146 - -	148 - -	20	20	- -
	Working Men's Loan Society, Shaftesbury Club House, Prince's-road, Notting-hill.	162 - -	1,150 - -	800 - -	100	96	1 - -
	Mutual Loan Society, Workmen's Hall, Portobello-road, Notting-hill.	984 - -	262 - -	463 - -	73	71	- -
	Working Men's Loan Society, Shaftesbury Club House, Prince's-road, Notting-hill.	40 - -	199 - -	155 - -	24	24	1 - -
	Latimer Loan Society, Latimer Arms, Silchester-road, Notting-hill.	77 - -	46 - -	322 - -	38	37	- -
	Mutual Loan Society, The George, 30, Silver-street, Notting-hill.	36 - -	168 - -	53 - -	15	15	- -
	Loan Society, 231, Oxford-street - -	156 - -	480 - -	795 - -	161	161	- -
	Loan Society, Morland's Hotel, 23, Dean-street, Oxford-street.	31 - -	31 - -	49 - -	13	13	- -
	Loan Society, 44, James-street, Oxford-street.	459 - -	269 - -	484 - -	92	91	- -
	Loan Society, The Green Man, 57, Berwick-street, Oxford-street.	155 - -	267 - -	512 - -	87	87	1 - -
	Loan Society, George Tavern, 22, Great Chapel-street, Oxford-street.	156 - -	456 - -	643 - -	120	118	10 - -
	St. George's Mutual Loan Society, 56, Davies-street, Oxford-street.	48 - -	201 - -	189 - -	22	22	- -
	Loan Society, Horse and Groom, Gresse-street, Rathbone-place, Oxford-street.	108 - -	115 - -	107 - -	21	15	- -
	Berners Loan Society, Sir Isaac Newton, Union-street, Oxford-street.	146 - -	553 - -	990 - -	115	115	1 - -
	Mutual Loan Society, Bank of England Tavern, Cambridge-place, Paddington.	105 - -	217 - -	279 - -	51	50	1 - -
	Loan Society, Princess of Wales, Cirencester-street, Harrow-road, Paddington.	56 - -	785 - -	95 - -	36	19	- -
	Loan Society, Maze Hotel, Chichester-place, Harrow-road, Paddington.	255 - -	393 - -	654 - -	99	95	1 - -
	Loan Society, Prince of Wales, 1, Westbourne-place, Harrow-road, Paddington.	134 - -	253 - -	332 - -	96	94	3 - -
	Oxford and Cambridge Loan Society, 14, Oxford-mews, Paddington.	619 - -	1,008 - -	1,457 - -	250	247	2 - -
	Loan Society, Metropolitan Tavern, Great Western-road, Paddington.	109 - -	360 - -	206 - -	32	29	1 - -
	Loan Society, 15, South Wharf-road, Paddington.	177 - -	360 - -	682 - -	118	116	3 - -
	Loan Society, Crown, 1, Goldington-crescent, St. Pancras.	68 - -	136 - -	129 - -	36	36	1 - -
	Great Northern Loan Society, Star, 10, Goldington-street, St. Pancras.	261 - -	710 - -	668 - -	127	127	5 - -
	Pioneer Working Man's Loan Society, Plumber's Arms, Hastings-street, Burton-crescent, St. Pancras.	373 - -	902 - -	1,207 - -	191	191	- -
	Loan Society, Earl Russell, Old St. Pancras-road.	168 - -	77 - -	79 - -	- -	1	- -
	Loan Society, Prince of Wales, North-street, Pentonville.	53 - -	25 - -	64 - -	53	51	- -
	Loan Society, Grosvenor Arms, Lower Belgrave-place, Pimlico.	164 - -	178 - -	170 - -	25	20	- -
	Loan Society, King of Denmark, Old Chelsea Waterworks, Pimlico.	257 - -	42 - -	194 - -	22	22	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
15 - -	16 - -	11 - -	- - -	5 - -	—	—	—	—	—	—
10 - -	18 - -	8 - -	- - -	10 - -	—	—	—	—	—	—
3 - -	- - -	1 - -	1 - -	—	—	—	—	—	—	—
31 - -	44 - -	24 - -	- - -	- - -	4	- -	9 - -	5 - -	2 - -	1 - -
53 - -	56 - -	39 - -	16 - -	16 - -	12	- -	41 - -	41 - -	1 - -	1 - -
6 - -	7 - -	- - -	6 - -	—	—	—	—	—	—	—
32 - -	53 - -	27 - -	17 - -	- - -	18	2	33 - -	27 - -	11 - -	4 - -
7 - -	7 - -	- - -	7 - -	—	—	—	—	—	—	—
5 - -	5 - -	8 - -	—	—	—	—	—	—	—	—
40 - -	64 - -	20 - -	44 - -	- - -	3	- -	11 - -	3 - -	1 - -	—
18 - -	22 - -	11 - -	11 - -	—	—	—	—	—	—	—
8 - -	12 - -	5 - -	7 - -	—	—	—	—	—	—	—
16 - -	16 - -	- - -	15 - -	—	—	—	—	—	—	—
2 - -	3 - -	3 - -	- - -	- - -	4	1	33 - -	33 - -	2 - -	1 - -
39 - -	47 - -	3 - -	38 - -	- - -	2	- -	2 - -	—	—	—
2 - -	2 - -	3 - -	2 - -	2 - -	—	—	—	—	—	—
24 - -	32 - -	11 - -	19 - -	1 - -	—	—	—	—	—	—
25 - -	27 - -	9 - -	15 - -	2 - -	—	—	—	—	—	—
32 - -	42 - -	18 - -	24 - -	—	—	—	—	—	—	—
5 - -	6 - -	3 - -	5 - -	- - -	2	1	5 - -	3 - -	—	—
4 - -	- - -	9 - -	4 - -	—	—	—	—	—	—	—
49 - -	90 - -	30 - -	59 - -	3 - -	—	—	—	—	—	—
13 - -	15 - -	6 - -	13 - -	—	—	—	—	—	—	—
4 - -	4 - -	68 - -	- - -	- - -	45	2	219 - -	109 - -	27 - -	3 - -
32 - -	44 - -	11 - -	32 - -	- - -	5	- -	27 - -	8 - -	4 - -	1 - -
14 - -	17 - -	3 - -	11 - -	2 - -	—	—	—	—	—	—
72 - -	116 - -	40 - -	68 - -	7 - -	—	—	—	—	—	—
10 - -	17 - -	19 - -	2 - -	—	—	—	—	—	—	—
38 - -	41 - -	24 - -	4 - -	12 - -	1	- -	4 - -	5 - -	2 - -	—
6 - -	7 - -	6 - -	5 - -	2 - -	2	- -	3 - -	—	—	—
33 - -	81 - -	34 - -	38 - -	8 - -	9	- -	35 - -	7 - -	5 - -	2 - -
60 - -	101 - -	45 - -	50 - -	5 - -	4	- -	7 - -	7 - -	1 - -	1 - -
2 - -	- - -	6 - -	2 - -	—	—	—	—	—	—	—
13 - -	13 - -	4 - -	13 - -	—	—	—	—	—	—	—
8 - -	16 - -	8 - -	8 - -	—	—	—	—	—	—	—
9 - -	- - -	7 - -	8 - -	1 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	South Belgravian Loan Society, Bessborough Arms, Bessborough-place, Pimlico.	159 - -	275 - -	332 - -	74	74	1 - -
	Loan Society, Talbot Inn, Little Chester-street, Pimlico.	323 - -	501 - -	1,293 - -	161	161	- -
	Prince of Wales Independent Loan Society, 188, Ebury-street, Pimlico.	216 - -	756 - -	667 - -	183	183	3 - -
	Christian Association Loan Society, 188, Ebury-street, Pimlico.	342 - -	728 - -	1,295 - -	260	250	10 - -
	Loan Society, Flask Tavern, Ebury-square, Pimlico.	18 - -	57 - -	75 - -	10	10	- -
	Loan Society, 37, Eccleston-place, Pimlico.	5 - -	108 - -	2 - -	2	1	- -
	Loan Society, Devonshire Arms, Moreton-street, Pimlico.	250 - -	480 - -	898 - -	181	167	5 - -
	Loan Society, Palace Arms, Palace-street, Pimlico.	106 - -	363 - -	338 - -	- -	64	- -
	Loan Society, Youthful Queen, Princess-row, Pimlico.	61 - -	671 - -	- -	48	48	- -
	Lord Ranelagh Loan Society, King's Arms, Ranelagh-road, Pimlico.	278 - -	423 - -	981 - -	104	104	- -
	Provident Loan Society, King's Arms, Ranelagh-road, Pimlico.	286 - -	439 - -	617 - -	137	137	13 - -
	United Labour Loan Society, George the Fourth, 90, Vauxhall Bridge-road, Pimlico.	121 - -	169 - -	332 - -	49	49	13 - -
	Loan Society, Surprise, 110, Vauxhall Bridge-road, Pimlico.	695 - -	1,136 - -	1,772 - -	372	340	13 - -
	Loan Society, Windsor Castle, 333, Vauxhall Bridge-road, Pimlico.	530 - -	820 - -	2,150 - -	346	326	11 - -
	Mutual Assistance Loan Society, Queen's Arms, Warwick-street, Pimlico.	120 - -	251 - -	393 - -	47	47	4 - -
	Loan Society, Grosvenor Basin, Wilton-road, Pimlico.	1,165 - -	597 - -	970 - -	146	146	- -
	Loan Society, Grosvenor Basin, 14, Wilton-road, Pimlico.	293 - -	276 - -	349 - -	59	59	1 - -
	Self-Help Loan Society, No. 2, Woolsack Tavern, Catherine-street, Poplar.	- -	369 - -	- -	- -	- -	- -
	Loan Society, 182, East India-road, Poplar.	637 - -	516 - -	831 - -	133	133	- -
	Mutual Loan Society, Temperance Coffee House, 67, High-street, Poplar.	206 - -	404 - -	581 - -	138	136	1 - -
	Self-Help Loan Society, No. 3, Sun and Sawyers, High-street, Poplar.	367 - -	650 - -	1,110 - -	188	179	6 - -
	Loan Society, Queen Tavern, Manchester-road, Cubitt Town, Poplar.	217 - -	29 - -	201 - -	20	15	- -
	Loan Society, The Sebastopol Tavern, Commercial-road, Poplar.	63 - -	54 - -	163 - -	49	41	- -
	Loan Society, George the Fourth Tavern, Catherine-street, Poplar.	124 - -	255 - -	288 - -	62	60	1 - -
	Loan Society, Duke of Suffolk, Suffolk-street, Poplar.	18 - -	88 - -	31 - -	- -	- -	- -
	Self-Help Loan Society, No. 4, Old Commodore, High-street, Poplar.	- -	123 - -	- -	- -	- -	- -
	Self-Help Loan Society, Queen's Head, High-street, Poplar.	12 - -	359 - -	14 - -	38	9	- -
	Loan Society, City of Canton, Upper North-street, Poplar.	258 - -	195 - -	338 - -	56	55	- -
	Co-operative Industrial Loan Society, 16, Steward-street, Union-street, Old Artillery Ground, Poplar.	21 - -	65 - -	70 - -	28	23	1 - -
	Loan Society, Ship Aground Inn, Broad-street, Ratcliff.	129 - -	119 - -	305 - -	90	90	- -
	Loan Society, Two Mariners, Hardinge-street, Ratcliffe.	115 - -	178 - -	320 - -	49	49	- -
	Loan Society, Black Bull, Brook-street, Ratcliff.	14 - -	60 - -	33 - -	20	6	- -
	Co-operative Loan Society, Lamb Inn, Dorset-street, Ratcliffe.	41 - -	81 - -	63 - -	13	13	-
	Independent Loan Society, Ship, Ratcliff Cross, Ratcliff.	33 - -	55 - -	92 - -	29	28	- -
	Loan Society, White Horse Tavern, White Horse-street, Ratcliff.	69 - -	147 - -	154 - -	36	24	1 - -
	Cumberland Loan Society, Crown and Sceptre, Cumberland Market, Regent's Park.	197 - -	605 - -	923 - -	141	141	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
21 – –	30 – –	16 – –	13 – –	8 – –	10	1	26 – –	14 – –	1 – –	1 – –
50 – –	69 – –	18 – –	45 – –	5 – –	3	– –	25 – –	10 – –	—	—
63 – –	104 – –	33 – –	68 – –	2 – –	—	—	—	—	—	—
64 – –	74 – –	18 – –	56 – –	74 – –	42	1	53 – –	32 – –	5 – –	3 – –
3 – –	3 – –	2 – –	—	—	—	—	—	—	—	—
– –	– –	3 – –	– –	– –	2	3	18 – –	1 – –	3 – –	—
44 – –	68 – –	27 – –	34 – –	6 – –	—	—	—	—	—	—
17 – –	– –	19 – –	– –	– –	6	– –	10 – –	8 – –	2 – –	—
15 – –	13 – –	21 – –	– –	– –	15	– –	52 – –	17 – –	7 – –	2 – –
34 – –	51 – –	11 – –	36 – –	3 – –	—	—	—	—	—	—
30 – –	44 – –	7 – –	31 – –	6 – –	—	—	—	—	—	—
16 – –	26 – –	17 – –	8 – –	1 – –	—	—	—	—	—	—
94 – –	120 – –	22 – –	92 – –	6 – –	8	– –	23 – –	8 – –	1 – –	—
89 – –	158 – –	72 – –	68 – –	28 – –	10	1	42 – –	2 – –	4 – –	—
18 – –	23 – –	2 – –	19 – –	—	—	—	—	—	—	—
51 – –	20 – –	26 – –	45 – –	– –	– –	1	– –	3 – –	—	—
17 – –	19 – –	15 – –	13 – –	6 – –	—	—	—	—	—	—
– –	– –	12 – –	– –	– –	5	– –	5 – –	—	—	—
41 – –	41 – –	9 – –	31 – –	—	—	—	—	—	—	—
29 – –	36 – –	11 – –	24 – –	1 – –	1	– –	11 – –	—	—	—
55 – –	62 – –	9 – –	53 – –	– –	6	– –	6 – –	4 – –	—	—
2 – –	3 – –	19 – –	– –	—	—	—	—	—	—	—
8 – –	1 – –	3 – –	8 – –	4 – –	2	– –	3 – –	2 – –	—	—
14 – –	15 – –	2 – –	11 – –	1 – –	3	– –	6 – –	—	—	—
– –	– –	2 – –	– –	– –	1	– –	14 – –	8 – –	—	—
– –	– –	4 – –	– –	121 – –	—	—	—	—	—	—
– –	1 – –	6 – –	1 – –	– –	12	– –	40 – –	32 – –	2 – –	4 – –
17 – –	20 – –	5 – –	13 – –	1 – –	—	—	—	—	—	—
3 – –	4 – –	4 – –	– –	– –	5	– –	15 – –	13 – –	—	—
26 – –	26 – –	– –	25 – –	—	—	—	—	—	—	—
16 – –	20 – –	3 – –	16 – –	– –	2	– –	4 – –	4 – –	—	—
1 – –	1 – –	– –	1 – –	– –	10	– –	20 – –	5 – –	3 – –	—
3 – –	– –	6 – –	3 – –	—	—	—	—	—	—	—
4 – –	4 – –	– –	3 – –	—	—	—	—	—	—	—
7 – –	9 – –	– –	9 – –	—	—	—	—	—	—	—
52 – –	52 – –	8 – –	39 – –	4 – –	10	– –	16 – –	8 – –	2 – –	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Earl Cathcart Loan Society, 45, Munster-street, Regent's-park.	120 - -	274 - -	412 - -	71	65	- -
	Cumberland Loan Society, Chester Arms, Albany-street, Regent's-park.	- -	427 - -	406 - -	61	61	21 - -
	Loan Society, Regent's Arms, York-terrace, Regent's-park.	37 - -	52 - -	100 - -	14	11	- -
	Loan Society, Pearson Arms, 1, Pearson-street, Shoreditch.	136 - -	298 - -	222 - -	69	41	- -
	Loan Society, Bald Faced Stag, Worship-square, Shoreditch.	55 - -	210 - -	151 - -	40	38	- -
	Loan Society, Union Hall, Union-crescent, Kingsland-road.	7 - -	115 - -	182 - -	31	31	2 - -
	Temperance Loan Society, 45, Berwick-street, Soho.	123 - -	354 - -	599 - -	119	110	4 - -
	Progressive Loan Society, Royal George, Crown-street, Soho.	282 - -	288 - -	309 - -	70	52	4 - -
	Reform Loan Society, Morland's Hotel, 23, Dean-street, Soho.	119 - -	85 - -	162 - -	37	34	- -
	Hibernian Temperance Loan Society, 27, Dean-street, Soho.	160 - -	165 - -	250 - -	64	64	- -
	St. Patrick's Loan Society, 59, Greek-street, Soho.	187 - -	224 - -	468 - -	151	126	6 - -
	Loan Society, York Minster, Dean-street, Soho.	570 - -	- -	670 - -	75	60	- -
	Loan Society, Rose and Crown, Dean-street, Soho.	169 - -	488 - -	892 - -	246	222	15 - -
	Loan Society, Red Lion, Portland-street, Soho.	40 - -	155 - -	58 - -	- -	20	- -
	Loan Society, Eastnor Castle, Union-street, Somers Town.	245 - -	237 - -	249 - -	44	41	- -
	Independent Mutual Loan Society, Duke of York, Phœnix-street, Somers Town.	105 - -	198 - -	304 - -	46	46	2 - -
	Loan Society, Bee Hive, Rhodeswell-road, Stepney.	114 - -	139 - -	262 - -	86	80	- -
	Loan Society, Crown and Dolphin, High-street, Stepney.	50 - -	123 - -	192 - -	64	63	- -
	Equitable Loan Society, Sydney Arms, Charles-street, Stepney.	40 - -	125 - -	214 - -	33	33	- -
	Loan Society, Queen Victoria, Exmouth-street, Stepney.	354 - -	744 - -	1,218 - -	196	186	16 - -
	Loan Society, Crystal Palace Tavern, Rhodeswell-road, Stepney.	28 - -	49 - -	68 - -	22	21	- -
	Loan Society, Coach and Horses, Matthias-road, Stoke Newington-green.	252 - -	- -	202 - -	- -	- -	- -
	Beaufort Friendly Loan Society, Old Plough Tavern, Beaufort-buildings, Strand.	146 - -	278 - -	366 - -	48	48	- -
	Loan Society, 2, Buckingham-street, Strand.	777 - -	513 - -	716 - -	130	125	2 - -
	Loan Society, Duke of Wellington Tavern, 92, Drury-lane, Strand.	1,040 - -	461 - -	417 - -	87	2	- -
	Legality Mutual Loan Society, Essex Head, Essex-street, Strand.	454 - -	1,021 - -	1,464 - -	245	240	16 - -
	Loan Society, Savoy Palace, Savoy-street, Strand.	1,026 - -	714 - -	1,088 - -	180	180	2 - -
	Improved Loan Society, Sun and Apple Tree, White Hart-street, Strand.	142 - -	276 - -	393 - -	44	44	- -
	Loan Society, Castle Inn, Thames-street, Sunbury.	66 - -	84 - -	181 - -	28	28	1 - -
	Victoria Mutual Aid Loan Society, 236, Tottenham Court-road.	140 - -	1,128 - -	2,368 - -	248	244	14 - -
	Loan Society, Bee Hive, Tottenham -	122 - -	295 - -	445 - -	86	74	1 - -
	Industry Loan Society, Palm Tree Tavern, Palm-street, Grove-road, Victoria-park.	3 - -	105 - -	15 - -	8	6	- -
	Loan Society, Bull's Head, Old Gravel-lane, Wapping.	79 - -	157 - -	240 - -	65	63	5 - -
	Loan Society, 103, High-street, Wapping.	118 - -	255 - -	343 - -	103	95	7 - -
	Loan Society, Prince of Orange, Artillery-terrace, Westminster.	127 - -	230 - -	1,326 - -	117	117	- -
	Mutual Loan Society, Hoop and Grapes, Broadway, Westminster.	122 - -	472 - -	762 - -	184	151	15 - -
	Temperance Loan Society, School-room, St. Ann's-street, Westminster.	- -	976 - -	1,641 - -	348	320	20 - -
	Loan Society, Carpenter's Arms, Chapter-street, Westminster.	199 - -	483 - -	528 - -	96	94	6 - -
	Imperial Loan Society, Two Chairmen, Dartmouth-street, Westminster.	270 - -	993 - -	1,610 - -	354	321	26 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
20 – –	20 – –	10 – –	18 – –	2 – –	6	– –	14 – –	7 – –	2 – –	1 – –
26 – –	47 – –	27 – –	38 – –	—	—	—	—	—	—	—
5 – –	– –	3 – –	4 – –	—	—	—	—	—	—	—
11 – –	33 – –	20 – –	12 – –	– –	32	1	59 – –	14 – –	5 – –	4 – –
9 – –	9 – –	7 – –	2 – –	—	—	—	—	—	—	—
10 – –	12 – –	6 – –	3 – –	2 – –	—	—	—	—	—	—
29 – –	34 – –	16 – –	18 – –	—	—	—	—	—	—	—
18 – –	23 – –	8 – –	– –	– –	7	– –	11 – –	4 – –	—	—
8 – –	– –	4 – –	7 – –	– –	2	—	—	—	—	—
12 – –	16 – –	7 – –	9 – –	—	—	—	—	—	—	—
23 – –	29 – –	8 – –	21 – –	—	—	—	—	—	—	—
25 – –	69 – –	15 – –	25 – –	29 – –	2	– –	– –	– –	1 – –	—
44 – –	95 – –	49 – –	42 – –	6 – –	– –	1	– –	4 – –	—	—
5 – –	– –	– –	3 – –	– –	2	1	7 – –	4 – –	—	—
14 – –	15 – –	7 – –	14 – –	– –	5	– –	21 – –	13 – –	3 – –	1 – –
13 – –	15 – –	10 – –	5 – –	—	—	—	—	—	—	—
13 – –	21 – –	7 – –	13 – –	1 – –	—	—	—	—	—	—
9 – –	– –	– –	10 – –	– –	1	—	—	—	—	—
10 – –	10 – –	6 – –	10 – –	6 – –	—	—	—	—	—	—
60 – –	490 – –	25 – –	38 – –	427 – –	—	—	—	—	—	—
3 – –	3 – –	6 – –	3 – –	– –	1	– –	1 – –	—	—	—
– –	– –	16 – –	—	—	—	—	—	—	—	—
15 – –	24 – –	9 – –	13 – –	1 – –	2	– –	11 – –	4 – –	2 – –	—
38 – –	60 – –	21 – –	36 – –	2 – –	—	—	—	—	—	—
21 – –	25 – –	18 – –	26 – –	—	—	—	—	—	—	—
89 – –	105 – –	38 – –	89 – –	– –	6	2	23 – –	23 – –	6 – –	1 – –
54 – –	56 – –	34 – –	55 – –	– –	4	1	24 – –	5 – –	11 – –	—
20 – –	20 – –	10 – –	20 – –	—	—	—	—	—	—	—
9 – –	10 – –	1 – –	9 – –	– –	2	– –	7 – –	2 – –	—	—
103 – –	131 – –	50 – –	79 – –	4 – –	12	– –	34 – –	17 – –	5 – –	3 – –
22 – –	24 – –	9 – –	22 – –	– –	9	2	23 – –	22 – –	1 – –	2 – –
1 – –	6 – –	6 – –	—	—	—	—	—	—	—	—
12 – –	17 – –	– –	15 – –	—	—	—	—	—	—	—
28 – –	35 – –	6 – –	– –	– –	2	– –	4 – –	2 – –	—	—
21 – –	44 – –	20 – –	18 – –	6 – –	8	– –	17 – –	12 – –	2 – –	1 – –
38 – –	53 – –	18 – –	35 – –	– –	8	2	18 – –	10 – –	3 – –	2 – –
82 – –	127 – –	60 – –	67 – –	– –	9	1	18 – –	7 – –	1 – –	1 – –
26 – –	32 – –	19 – –	26 – –	– –	11	– –	13 – –	10 – –	2 – –	1 – –
85 – –	111 – –	28 – –	83 – –	– –	16	5	34 – –	15 – –	6 – –	4 – –

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Perseverance Labour Loan Society, Horse Shoe, 15, Little George-street, Westminster.	504 – –	1,336 – –	1,972 – –	350	326	25 – –
	Regent Loan Society, British Stores, 42, Regent-street, Westminster.	167 – –	66 – –	140 – –	44	44	– –
	Loan Society, Old King's Head, Horseferry-road, Westminster.	65 – –	244 – –	269 – –	70	70	5 – –
	Loan Society, Rifleman, Horseferry-road, Westminster.	180 – –	247 – –	381 – –	95	90	1 – –
	St. Margaret's and St. John's Loan Society, Crown, Tufton-street, Westminster.	54 – –	88 – –	121 – –	36	36	– –
	Loan Society, 75, Page-street, Westminster.	628 – –	623 – –	658 – –	133	133	3 – –
	City of Westminster Loan Society, Three Jolly Gardeners, 6, Rochester-row, Westminster.	357 – –	804 – –	1,209 – –	252	224	20 – –
	Pride of Westminster Loan Society, Feathers Inn, 21, Great Smith-street, Westminster.	458 – –	1,044 – –	1,393 – –	282	263	13 – –
	Mutual Loan Society, Old Bell, New Tothill-street, Westminster.	53 – –	136 – –	123 – –	22	20	1 – –
	Loan Society, Ship Tavern, Vine-street, Westminster.	149 – –	399 – –	530 – –	114	112	2 – –
	Loan Society, The George, Vine-street, Westminster.	110 – –	135 – –	267 – –	60	60	– –
	United Loan Society, Black Horse, York-street, Westminster.	445 – –	1,075 – –	1,882 – –	422	385	31 – –
	Loan Society, 5, Langley-place, Commercial-road East, Whitechapel.	146 – –	489 – –	563 – –	84	84	– –
	Jewish Ladies' Benevolent Loan Society, Jews' Infant School, Commercial-street, Whitechapel.	– –	472 – –	663 – –	– –	188	– –
	Loan Society, Green Man Inn, Jane-street, Commercial-road, East, Whitechapel.	162 – –	437 – –	437 – –	64	64	2 – –
	Loan Society, Bricklayers' Arms, Upper Fenton-street, Commercial-road, Whitechapel.	76 – –	233 – –	238 – –	44	44	– –
	Loan Society, White Hart Inn, 5, Greenfield-street, Commercial-road, Whitechapel.	47 – –	195 – –	173 – –	70	60	– –
	Sons of Industry Loan Society, George and Vulture Tavern, St. George's-street, Whitechapel.	193 – –	395 – –	1,852 – –	88	88	4 – –
MONMOUTH	Co-operative Loan Society, Maindee	27 – –	2 – –	24 – –	6	6	—
NORFOLK	Working Man's Loan Society, 12, Bank-street, Norwich.	151 – –	124 – –	356 – –	106	83	4 – –
	Loyal Industrial Loan Society, Clitheroe's Rooms, Norwich.	26 – –	576 – –	1,241 – –	364	344	12 – –
	Loyal Standard Loan Society, Clitheroe's Rooms, Norwich.	31 – –	280 – –	743 – –	275	237	7 – –
	Friendly Alliance Loan Society, Oak-street, Norwich.	– –	70 – –	51 – –	60	17	14 – –
	United Foresters' Loan Society, Red Lion-street, Norwich.	9 – –	36 – –	143 – –	43	40	1 – –
	Loan Society, Sons of Commerce Inn, Thorn-lane, Norwich.	98 – –	700 – –	1,279 – –	378	348	13 – –
	Good Samaritan Loan Society, 2, Dowager-place, Yarmouth.	14 – –	154 – –	254 – –	65	62	3 – –
	Star Loan Society, 15, King-street, Great Yarmouth.	64 – –	484 – –	894 – –	210	189	11 – –
NORTHAMPTON	Good Intent Loan Society, Warwick-street, Daventry.	150 – –	143 – –	150 – –	43	41	– –
	Working Man's Provident Loan Society, Temperance Hotel, Abington-street, Northampton.	67 – –	562 – –	1,308 – –	590	459	16 – –
	Good Intent Loan Society, 49, Bird's-peice, Northampton.	15 – –	23 – –	20 – –	60	50	2 – –
	Mechanics' Loan Society, 37, Francis-street, Northampton.	128 – –	128 – –	128 – –	130	124	2 – –
	United Provident Loan Society, 58, Lawrence-street, Northampton.	73 – –	106 – –	238 – –	108	97	7 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
102 - -	127 - -	50 - -	77 - -	- - -	64	14	114 - -	106 - -	12 - -	9 - -
10 - -	- -	4 - -	5 - -	- -	1	—	—	—	—	—
13 - -	19 - -	6 - -	11 - -	1 - -	—	—	—	—	—	—
23 - -	41 - -	18 - -	21 - -	1 - -	—	—	—	—	—	—
6 - -	12 - -	8 - -	5 - -	—	—	—	—	—	—	—
32 - -	36 - -	24 - -	22 - -	12 - -	—	—	—	—	—	—
60 - -	80 - -	20 - -	60 - -	—	—	—	—	—	—	—
71 - -	103 - -	48 - -	54 - -	- -	5	2	26 - -	17 - -	3 - -	1 - -
6 - -	15 - -	4 - -	9 - -	1 - -	3	- -	7 - -	3 - -	—	—
26 - -	33 - -	5 - -	26 - -	1 - -	—	—	—	—	—	—
13 - -	25 - -	10 - -	11 - -	3 - -	—	—	—	—	—	—
94 - -	125 - -	28 - -	97 - -	125 - -	23	6	48 - -	27 - -	6 - -	2 - -
28 - -	29 - -	12 - -	17 - -	—	—	—	—	—	—	—
- -	- -	71 - -	- -	- -	9	- -	- -	1 - -	3 - -	—
18 - -	20 - -	21 - -	18 - -	34 - -	12	- -	42 - -	19 - -	2 - -	—
11 - -	14 - -	6 - -	7 - -	—	—	—	—	—	—	—
8 - -	9 - -	9 - -	7 - -	1 - -	—	—	—	—	—	—
27 - -	30 - -	22 - -	30 - -	- -	5	- -	8 - -	3 - -	—	—
—	—	—	—	—	—	—	—	—	—	—
12 - -	17 - -	7 - -	- -	10 - -	—	—	—	—	—	—
41 - -	54 - -	12 - -	40 - -	- -	6	- -	5 - -	2 - -	1 - -	1 - -
24 - -	32 - -	6 - -	25 - -	—	—	—	—	—	—	—
1 - -	2 - -	2 - -	1 - -	- -	1	- -	12 - -	—	—	—
4 - -	6 - -	3 - -	3 - -	—	—	—	—	—	—	—
42 - -	56 - -	22 - -	30 - -	2 - -	4	- -	4 - -	3 - -	—	—
12 - -	16 - -	2 - -	13 - -	1 - -	—	—	—	—	—	—
44 - -	57 - -	13 - -	16 - -	27 - -	8	- -	7 - -	6 - -	2 - -	—
17 - -	18 - -	2 - -	8 - -	7 - -	—	—	—	—	—	—
43 - -	60 - -	10 - -	26 - -	22 - -	13	2	15 - -	13 - -	2 - -	1 - -
1 - -	3 - -	1 - -	- -	3 - -	1	- -	1 - -	1 - -	—	—
10 - -	12 - -	2 - -	9 - -	10 - -	—	—	—	—	—	—
7 - -	16 - -	5 - -	10 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
NORTHAMPTON—*cont^d.*	Loan Society, Lily of the Valley, St. Andrew's-square, Northampton.	92 – –	266 – –	495 – –	175	159	9 – –
	Mutual Loan Society, 50, Upper Mounts-street, Northampton.	58 – –	428 – –	941 – –	319	313	14 – –
	Good Intent Loan Society, 24, Priory-street, Northampton.	277 – –	381 – –	795 – –	208	162	15 – –
	Friend-in-Need Loan Society, 32, Vernon-street, Northampton.	97 – –	120 – –	288 – –	115	106	8 – –
	Loan Society, 1, Victoria-street, Northampton.	14 – –	270 – –	720 – –	245	198	15 – –
	Unity Loan Society, 19, Wellington-place, Northampton.	3 – –	106 – –	295 – –	67	67	5 – –
	United Friendly Provident Loan Society, 131, Wellingborough-road, Northampton.	33 – –	435 – –	974 – –	378	353	13 – –
	Equitable Loan Society, 16, West-street, Northampton.	762 – –	708 – –	1,780 – –	719	704	52 – –
NOTTINGHAM -	Poor Man's Loan Society, Joseph Reeves, Kimberley Flat.	- -	12 – –	- -	- -	- -	- -
	Exchange Loan Society, Truman's-yard, Beast Market-hill, Nottingham.	- -	5,049 – –	8,248 – –	1,918	1,839	150 – –
	Working Man's Loan Society, Old Plough Inn, Back-lane, Nottingham.	387 – –	212 – –	387 – –	150	128	7 – –
	Poor Man's Loan Society, Pheasant Inn, Nottingham.	- -	137 – –	280 – –	150	150	3 – –
	Loan Society, 3, Clinton-street, Nottingham.	- -	15,177 – –	22,816 – –	4,190	3,754	314 – –
	Loan Society, James Clayton's, Clumber-street, Nottingham.	148 – –	652 – –	826 – –	240	234	17 – –
	Wakefield Loan Society, Wakefield Tavern, Collin-street, Nottingham.	35 – –	33 – –	68 – –	68	68	- -
	Friendly Loan Society, Leopard Inn, Derby-road, Nottingham.	86 – –	70 – –	47 – –	27	24	- -
	Alliance Loan Society, 18, Drury-hill, Nottingham.	- -	780 – –	1,194 – –	391	348	28 – –
	Poor Man's Friendly Loan Society, Marquis of Granby Inn, Drury-hill, Nottingham.	- -	106 – –	213 – –	87	87	5 – –
	Industrial Loan Society, 19, Grey Friars'-gate, Nottingham.	58 – –	39 – –	71 – –	58	57	2 – –
	Incorporated Loan Society, 20, Haughton-street, Nottingham.	600 – –	6,524 – –	10,148 – –	2,560	2,228	192 – –
	Working Men's Loan Society, Robin Hood Inn, Hockley, Nottingham.	- -	39 – –	31 – –	31	31	- -
	Loan Society, White Swan Inn, Market-place, Nottingham.	192 – –	183 – –	287 – –	75	75	5 – –
	Hope Provident Loan Society, Peacock Inn, Melbourne-street, Nottingham.	24 – –	226 – –	278 – –	140	104	6 – –
	Poor Man's Friendly Loan Society, George and Dragon, North-street, Nottingham.	64 – –	69 – –	161 – –	93	91	3 – –
	Poor Man's Loan Society, Fox and Owl Inn, Parliament-street, Nottingham.	5 – –	163 – –	430 – –	265	227	8 – –
	Runcliff Arms Loan Society, Sussex-street, Nottingham.	47 – –	40 – –	68 – –	68	68	- -
	Anchor Loan Society, Three Tuns Inn, Warsergate, Nottingham.	63 – –	45 – –	42 – –	19	17	1 – –
	Equitable Loan Society, Union-street, East Retford.	- -	1,242 – –	2,819 – –	484	443	26 – –
	Friendly Loan Society, Queen Adelaide Inn, North-street, New Sneinton.	16 – –	15 – –	42 – –	23	23	- -
	Loan Society, Sneinton-road, Sneinton -	395 – –	244 – –	395 – –	102	98	7 – –
	Working Man's Friendly Loan Society, Swan-with-Two-Necks Inn, Sneinton.	21 – –	23 – –	21 – –	40	40	1 – –
	Equitable Loan Society, Canal-road, Worksop.	464 – –	472 – –	686 – –	95	93	6 – –
SOMERSET - -	Loan Society, Town Hall, Weston-super-Mare.	- -	46 – –	279 – –	79	65	4 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
21 – –	30 – –	9 – –	21 – –	– –	– –	– –	– –	437 – –	3 – –	3 – –
31 – –	45 – –	18 – –	20 – –	7 – –	– –	4	– –	1 – –	– –	1 – –
39 – –	55 – –	10 – –	24 – –	20 – –	2	– –	– –	414 – –	—	—
9 – –	18 – –	10 – –	7 – –	– –	4	– –	5 – –	2 – –	—	—
24 – –	31 – –	9 – –	17 – –	5 – –	6	– –	9 – –	7 – –	—	—
9 – –	14 – –	2 – –	12 – –	—	—	—	—	—	—	—
32 – –	45 – –	12 – –	29 – –	4 – –	3	– –	4 – –	3 – –	—	—
59 – –	82 – –	23 – –	1 – –	57 – –	14	8	9 – –	5 – –	3 – –	2 – –
– –	– –	10 – –	– –	– –	62	21	43 – –	125 – –	10 – –	12 – –
531 – –	681 – –	317 – –	364 – –	– –	668	168	1,498 – –	1,209 – –	193 – –	163 – –
15 – –	23 – –	15 – –	– –	7 – –	—	—	—	—	—	—
14 – –	17 – –	5 – –	5 – –	7 – –	—	—	—	—	—	—
1,369 – –	1,683 – –	535 – –	1,028 – –	120 – –	218	12	950 – –	925 – –	54 – –	53 – –
41 – –	58 – –	26 – –	31 – –	– –	– –	4	– –	– –	1 – –	1 – –
3 – –	3 – –	2 – –	– –	1 – –	—	—	—	—	—	—
2 – –	– –	7 – –	2 – –	– –	15	7	8 – –	10 – –	4 – –	2 – –
60 – –	89 – –	43 – –	49 – –	– –	51	24	61 – –	33 – –	13 – –	7 – –
9 – –	14 – –	8 – –	10 – –	4 – –	1	—	—	—	—	—
4 – –	6 – –	3 – –	1 – –	1 – –	—	—	—	—	—	—
619 – –	811 – –	306 – –	470 – –	35 – –	151	35	258 – –	90 – –	49 – –	38 – –
1 – –	2 – –	4 – –	– –	– –	5	– –	– –	1 – –	—	—
14 – –	19 – –	10 – –	– –	9 – –	—	—	—	—	—	—
13 – –	20 – –	14 – –	3 – –	2 – –	19	7	10 – –	10 – –	2 – –	2 – –
8 – –	11 – –	5 – –	– –	5 – –	2	– –	1 – –	1 – –	—	—
20 – –	28 – –	19 – –	1 – –	8 – –	– –	– –	– –	2 – –	—	—
3 – –	3 – –	1 – –	– –	1 – –	—	—	—	—	—	—
1 – –	2 – –	2 – –	– –	– –	4	2	4 – –	2 – –	1 – –	1 – –
140 – –	167 – –	65 – –	125 – –	– –	2	– –	4 – –	4 – –	—	—
2 – –	2 – –	1 – –	—	—	—	—	—	—	—	—
23 – –	31 – –	14 – –	8 – –	8 – –	—	—	—	—	—	—
1 – –	– –	2 – –	—	—	—	—	—	—	—	—
34 – –	40 – –	16 – –	23 – –	– –	3	– –	10 – –	9 – –	—	—
4 – –	9 – –	12 – –	—	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
STAFFORD - -	Economic Loan Society, Silk-street, Leek.	- -	14 - -	- -	- -	- -	- -
	County Loan Society, 17, Bagnall-street, Newcastle.	40 - -	1,615 - -	1,288 - -	477	404	35 - -
	Stoke Economic Loan Society, Thomas-street, Stoke-upon-Trent.	- -	4,357 - -	2,556 - -	744	652	55 - -
SURREY - -	Loan Society, Star and Garter Inn, Church-street, Battersea.	65 - -	208 - -	216 - -	38	36	- -
	Loan Society, Falcon Inn, Battersea Rise.	118 - -	380 - -	467 - -	105	97	4 - -
	Loan Society, Steam Packet Tavern, Nine Elms-lane, Battersea.	258 - -	153 - -	210 - -	75	75	1 - -
	Institute Loan Society, Stag Tavern, King-street, Battersea.	44 - -	135 - -	219 - -	34	34	- -
	Loan Society, Beaufoy Arms, Lavender-hill, Battersea.	13 - -	14 - -	19 - -	15	10	- -
	Loan Society, Surprise Tavern, Southville, Wandsworth-road, Battersea.	54 - -	114 - -	186 - -	62	62	- -
	St. John's Loan Society, Builders' Arms, York-road, Battersea.	95 - -	608 - -	954 - -	250	210	1 - -
	United Loan Society, Black Swan, York-road, Battersea.	37 - -	118 - -	153 - -	64	52	- -
	Loan Society, Royal Standard, York-road, Battersea.	266 - -	924 - -	1,768 - -	430	410	- -
	Loan Society, Park Tavern, Battersea-park.	283 - -	453 - -	560 - -	127	125	3 - -
	Loan Society, Prince of Wales Inn, Lower Wandsworth-road, Battersea.	316 - -	849 - -	3,308 - -	256	222	31 - -
	Loan Society, Royal George, 84, Abbey-street, Bermondsey.	- -	168 - -	- -	- -	- -	- -
	Loan Society, Horns Tavern, Bermondsey-square.	171 - -	257 - -	442 - -	111	110	26 - -
	Loan Society, Woolpack Tavern, 174, Bermondsey-street.	22 - -	148 - -	15 - -	- -	- -	- -
	Loan Society, Rose and Lily, Drummond-road, Bermondsey.	544 - -	1,503 - -	2,382 - -	483	420	23 - -
	Loan Society, Queen Victoria, Blue Anchor-road, Bermondsey.	30 - -	112 - -	160 - -	32	25	1 - -
	Loan Society, Temperance Hall, Arnold's-place, Dockhead.	87 - -	182 - -	346 - -	119	92	6 - -
	Loan Society, King's Arms, Hickman's Folly, Bermondsey.	53 - -	102 - -	143 - -	52	40	1 - -
	Loan Society, Thames Tunnel Inn, Jamaica-road, Bermondsey.	59 - -	101 - -	109 - -	21	21	- -
	Hand in Hand Loan Society, Southwark Park Tavern, Jamaica Level, Bermondsey.	19 - -	45 - -	54 - -	13	11	- -
	Loan Society, Star and Garter, Neckinger-road, Bermondsey.	20 - -	130 - -	- -	- -	- -	- -
	Loan Society, Prince Alfred, 1, Esther-terrace, Queen's-road, Bermondsey.	31 - -	121 - -	48 - -	30	12	- -
	Band of Hope, Loan Society, Hand and Marigold, Star-corner, Bermondsey.	12 - -	47 - -	14 - -	4	4	- -
	Loan Society, Angel Tavern, 60, Upper-Ground-street, Blackfriars.	103 - -	267 - -	286 - -	88	88	- -
	Loan Society, Free Trader, Friar-street, Blackfriars-road.	72 - -	116 - -	198 - -	31	31	- -
	Loan Society, White Horse, George-street, Blackfriars-road.	179 - -	528 - -	580 - -	143	143	- -
	Loan Society, Lord Nelson Tavern, Nelson-square, Blackfriars.	513 - -	1,431 - -	1,572 - -	260	260	3 - -
	Friends of Humanity Loan Society, 69, London-road, Borough.	65 - -	134 - -	151 - -	28	28	1 - -
	Loan Society, Eagle, 3, Circular-road, Union-road, Borough.	118 - -	230 - -	228 - -	55	46	3 - -
	Equitable Loan Society, Feathers, Stony-street, Borough.	35 - -	50 - -	58 - -	17	17	- -
	Loan Society, Anchor Tavern, Cranmer-road, North Brixton.	224 - -	69 - -	203 - -	45	45	- -
	Provident Loan Society, Joiners' Arms, Lyham-road, Brixton-hill.	141 - -	136 - -	214 - -	36	36	2 - -
	Loan Society, The Hogs, Broadwall -	435 - -	527 - -	435 - -	89	89	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders, in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Cost incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	- -	1 - -	—	—	—	—	—	—	—	—
77 - -	113 - -	87 - -	40 - -	- -	178	10	185 - -	100 - -	15 - -	30 - -
153 - -	209 - -	148 - -	199 - -	- -	224	5	407 - -	254 - -	17 - -	37 - -
10 - -	11 - -	9 - -	10 - -	1 - -	—	—	—	—	—	—
23 - -	28 - -	12 - -	14 - -	1 - -	8	2	11 - -	11 - -	1 - -	1 - -
10 - -	24 - -	15 - -	6 - -	2 - -	—	—	—	—	—	—
10 - -	11 - -	4 - -	10 - -	—	—	—	—	—	—	—
1 - -	1 - -	- -	- -	- -	15	3	10 - -	7 - -	2 - -	1 - -
9 - -	19 - -	11 - -	7 - -	—	—	—	—	—	—	—
47 - -	48 - -	4 - -	44 - -	- -	20	1	50 - -	40 - -	2 - -	2 - -
6 - -	9 - -	1 - -	7 - -	—	—	—	—	—	—	—
88 - -	103 - -	9 - -	84 - -	9 - -	7	3	19 - -	9 - -	2 - -	2 - -
27 - -	44 - -	14 - -	24 - -	5 - -	—	—	—	—	—	—
71 - -	102 - -	37 - -	55 - -	9 - -	—	—	—	—	—	—
- -	- -	4 - -	- -	- -	6	- -	16 - -	14 - -	2 - -	2 - -
23 - -	28 - -	12 - -	13 - -	3 - -	7	1	15 - -	3 - -	2 - -	—
- -	- -	1 - -	—	—	—	—	—	—	—	—
119 - -	143 - -	52 - -	81 - -	- -	51	2	188 - -	32 - -	10 - -	4 - -
8 - -	9 - -	6 - -	8 - -	—	—	—	—	—	—	—
17 - -	23 - -	10 - -	12 - -	1 - -	1	1	5 - -	3 - -	—	—
7 - -	13 - -	3 - -	9 - -	—	—	—	—	—	—	—
5 - -	6 - -	- -	6 - -	—	—	—	—	—	—	—
2 - -	8 - -	4 - -	3 - -	- -	5	- -	11 - -	7 - -	1 - -	—
- -	- -	5 - -	1 - -	- -	2	1	4 - -	- -	1 - -	—
- -	2 - -	12 - -	- -	- -	13	3	24 - -	9 - -	2 - -	1 - -
- -	- -	2 - -	- -	- -	3	- -	1 - -	1 - -	—	—
14 - -	31 - -	11 - -	16 - -	2 - -	—	—	—	—	—	—
9 - -	16 - -	6 - -	10 - -	- -	1	—	—	—	—	—
28 - -	30 - -	21 - -	32 - -	- -	2	- -	3 - -	—	—	—
78 - -	134 - -	53 - -	74 - -	7 - -	8	2	21 - -	8 - -	2 - -	—
7 - -	18 - -	8 - -	9 - -	1 - -	—	—	—	—	—	—
11 - -	18 - -	12 - -	5 - -	1 - -	6	- -	34 - -	16 - -	3 - -	—
2 - -	8 - -	6 - -	2 - -	—	—	—	—	—	—	—
13 - -	13 - -	3 - -	8 - -	2 - -	—	—	—	—	—	—
10 - -	25 - -	10 - -	10 - -	5 - -	2	- -	7 - -	7 - -	—	—
21 - -	- -	12 - -	20 - -	1 - -	2	- -	3 - -	2 - -	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*continued*	Loan Society, New Vauxhall Tavern, Elfin-road, Wyndham-road, Camberwell.	460 - -	493 - -	553 - -	104	104	2 - -
	Loan Society, Rose and Thistle, Londonderry-road, Camberwell.	99 - -	188 - -	273 - -	40	40	1 - -
	Loan Society, Duke of York, 59, Camberwell New-road.	42 - -	406 - -	195 - -	29	29	- -
	Loan Society, Vikon's Tavern, Bath-street, Camberwell New-road.	21 - -	- -	27 - -	13	11	- -
	Loan Society, Camberwell Arms, Camberwell-park.	76 - -	185 - -	209 - -	73	68	1 - -
	Loan Society, Anchor Tap, Dorset-street, Clapham.	63 - -	78 - -	138 - -	40	39	- -
	Loan Society, Olive Branch, High-street, Clapham.	45 - -	103 - -	111 - -	44	36	2 - -
	Friend-in-Need Loan Society, Tim Bobbin, Orchard-street, Clapham.	14 - -	184 - -	157 - -	35	35	- -
	Loan Society, Masons' Arms, Park-crescent, Clapham.	25 - -	56 - -	63 - -	45	19	- -
	Loan Society, Windmill Tavern, Park-road, Clapham.	61 - -	62 - -	44 - -	18	18	- -
	Independent Loan Society, Union Arms, Union-road, Clapham.	196 - -	300 - -	494 - -	130	122	4 - -
	Loan Society, Town Hall, Croydon	797 - -	1,716 - -	3,344 - -	594	398	18 - -
	Loan Society, Horselydown Tavern, Freeschool-street, Horselydown.	514 - -	361 - -	517 - -	60	53	2 - -
	Royal Albion Loan Society, King of Prussia, Fair-street, Horselydown.	54 - -	393 - -	31 - -	30	8	- -
	Loan Society, Lord Nelson, Fair-street, Horselydown.	112 - -	185 - -	276 - -	56	56	1 - -
	Loan Society, Archduke Charles, White-hart-street, Kennington Park-road.	244 - -	491 - -	886 - -	161	161	3 - -
	Loan Society, Prince of Wales, Prince's-square, Kennington-cross.	61 - -	300 - -	410 - -	90	84	3 - -
	Loan Society, Carpenters' Arms, William-street, Kennington.	110 - -	281 - -	137 - -	33	15	- -
	Loan Society, Sir Sidney Smith, Chester-street, Kennington-road.	57 - -	87 - -	120 - -	21	20	- -
	Loan Society, 40, St. Alban-street, Lambeth.	57 - -	349 - -	409 - -	68	68	- -
	Loan Society, Coach and Horses, 72, Broad-street, Lambeth.	49 - -	61 - -	103 - -	32	32	- -
	Loan Society, Rose and Crown, East-street, Lambeth-walk.	31 - -	40 - -	64 - -	23	21	- -
	Loan Society, Duke of Cambridge, Mansion-house-street, Lambeth.	127 - -	925 - -	1,664 - -	270	252	6 - -
	Loan Society, Raby Castle, Esher-street, Lambeth.	32 - -	102 - -	112 - -	25	21	1 - -
	Loan Society, King's Head, Upper Kennington-lane, Lambeth.	130 - -	591 - -	822 - -	136	136	3 - -
	Mutual Loan Society, Woodman Inn, William-street, New Kent-road, Lambeth.	68 - -	179 - -	281 - -	60	49	2 - -
	Loan Society, 87, Old Kent-road, Lambeth.	68 - -	148 - -	184 - -	30	30	- -
	Royal Albion Friendly Loan Society, 299, East-street, Old Kent-road, Lambeth.	49 - -	48 - -	93 - -	24	24	- -
	Loan Society, Canal Tavern, Trafalgar-road, Old Kent-road, Lambeth.	- -	82 - -	211 - -	33	33	- -
	Loan Society, Carlisle Arms, 42, Carlisle-street, Lambeth.	379 - -	238 - -	379 - -	64	61	- -
	Loan Society, Peacock Tavern, Francis-street, Lambeth.	208 - -	777 - -	1,010 - -	165	147	3 - -
	Loan Society, 41, Gibson-street, Lambeth.	56 - -	48 - -	118 - -	29	29	- -
	Waterloo Loan Society, Marquis of Granby, Granby-place, Lambeth.	58 - -	172 - -	215 - -	44	44	- -
	Lambeth Mutual Loan Society, No. 2, Mason Arms, Lambeth-road.	70 - -	181 - -	174 - -	- -	41	- -
	Loan Society, 7, Mawbey-street, South Lambeth.	356 - -	537 - -	719 - -	157	145	3 - -
	Loan Society, Black Prince, Prince's-road, Lambeth.	71 - -	263 - -	254 - -	42	42	- -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
23 - -	44 - -	21 - -	23 - -	- -	6	- -	8 - -	5 - -	—	—
13 - -	15 - -	5 - -	13 - -	—	—	—	—	—	—	—
9 - -	18 - -	9 - -	6 - -	2 - -	—	—	—	—	—	—
1 - -	4 - -	1 - -	3 - -	- -	3	- -	6 - -	6 - -	—	—
10 - -	14 - -	3 - -	10 - -	1 - -	—	—	—	—	—	—
7 - -	7 - -	5 - -	4 - -	—	—	—	—	—	—	—
5 - -	7 - -	3 - -	3 - -	- -	19	2	24 - -	14 - -	5 - -	2 - -
7 - -	8 - -	6 - -	1 - -	—	—	—	—	—	—	—
3 - -	3 - -	2 - -	2 - -	1 - -	—	—	—	—	—	—
2 - -	5 - -	2 - -	2 - -	—	—	—	—	—	—	—
24 - -	30 - -	20 - -	24 - -	- -	5	- -	5 - -	3 - -	2 - -	—
170 - -	189 - -	67 - -	91 - -	30 - -	29	- -	90 - -	64 - -	7 - -	5 - -
18 - -	41 - -	15 - -	25 - -	—	—	—	—	—	—	—
1 - -	19 - -	16 - -	2 - -	- -	12	- -	36 - -	5 - -	2 - -	—
13 - -	24 - -	13 - -	8 - -	2 - -	1	- -	1 - -	1 - -	—	—
44 - -	48 - -	- -	49 - -	—	—	—	—	—	—	—
20 - -	44 - -	23 - -	21 - -	44 - -	6	- -	20 - -	14 - -	3 - -	—
6 - -	- -	14 - -	- -	- -	6	- -	- -	- -	1 - -	—
6 - -	11 - -	6 - -	4 - -	- -	4	- -	26 - -	5 - -	1 - -	—
20 - -	38 - -	7 - -	12 - -	18 - -	—	—	—	—	—	—
5 - -	8 - -	2 - -	5 - -	—	—	—	—	—	—	—
3 - -	- -	3 - -	2 - -	- -	8	- -	14 - -	1 - -	1 - -	3 - -
83 - -	89 - -	18 - -	63 - -	7 - -	13	- -	32 - -	26 - -	1 - -	—
5 - -	16 - -	8 - -	5 - -	2 - -	5	- -	18 - -	1 - -	2 - -	—
41 - -	44 - -	12 - -	28 - -	3 - -	18	1	34 - -	19 - -	2 - -	2 - -
7 - -	15 - -	13 - -	- -	- -	10	- -	25 - -	7 - -	3 - -	1 - -
9 - -	- -	5 - -	6 - -	—	—	—	—	—	—	—
4 - -	10 - -	4 - -	5 - -	—	—	—	—	—	—	—
5 - -	6 - -	10 - -	4 - -	1 - -	—	—	—	—	—	—
18 - -	19 - -	7 - -	13 - -	- -	3	- -	12 - -	6 - -	—	—
50 - -	53 - -	24 - -	50 - -	3 - -	1	- -	1 - -	—	—	—
5 - -	- -	2 - -	4 - -	—	—	—	—	—	—	—
19 - -	19 - -	11 - -	7 - -	1 - -	—	—	—	—	—	—
9 - -	21 - -	9 - -	8 - -	2 - -	—	—	—	—	—	—
34 - -	55 - -	24 - -	27 - -	3 - -	—	—	—	—	—	—
12 - -	25 - -	9 - -	13 - -	2 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*continued*	Boiler Makers' Loan Society, Rising Sun, Prince's-road, Lambeth.	37 - -	101 - -	114 - -	38	32	- -
	Loan Society, Rising Sun Tavern, 130, Prince's-road, Lambeth.	396 - -	771 - -	1,735 - -	282	276	10 - -
	Loan Society, The Salutation, 21, Prince's-street, Lambeth.	58 - -	255 - -	191 - -	16	16	- -
	Artizan Loan Society, The School Room, Prince's-street, Lambeth.	62 - -	254 - -	479 - -	91	91	- -
	Loan Society, Globe Tavern, Regent-street, Lambeth.	70 - -	350 - -	291 - -	47	47	- -
	Loan Society, Prince Regent Tavern, 130, Regent-street, Lambeth.	606 - -	866 - -	1,864 - -	243	238	7 - -
	Loan Society, Prince of Brunswick, Brunswick-street, Stamford-street, Lambeth.	217 - -	929 - -	1,136 - -	169	167	8 - -
	Wakefield Loan Society, 41, Gibson-street, Waterloo-road, Lambeth.	159 - -	641 - -	630 - -	90	90	2 - -
	Foresters' Loan Society, Builders' Arms, Wyvil-road, Lambeth.	4 - -	140 - -	198 - -	48	48	7 - -
	Good Intent Loan Society, Oxford Arms, 14, Westminster Bridge-road, Lambeth.	69 - -	157 - -	195 - -	47	47	- -
	Loan Society, Old Sea Lion, Wootton-street, Lambeth.	57 - -	104 - -	199 - -	43	43	- -
	Loan Society, Bell Inn, York-street, York-road, Lambeth.	122 - -	131 - -	295 - -	49	49	- -
	Loan Society, Duke of York, York-road, Lambeth.	159 - -	181 - -	275 - -	45	45	- -
	Loan Society, Railway Tavern, New Cross-road.	- -	160 - -	- -	- -	- -	- -
	Loan Society, Eagle Tavern, Norwood New Town.	- -	58 - -	—	—	—	—
	Loan Society, White Hart, Westow-hill, Norwood.	293 - -	461 - -	623 - -	80	72	4 - -
	Mutual Loan Society, 5, Heath-terrace, Maple-road, Penge.	6 - -	53 - -	80 - -	17	15	- -
	Loan Society London Tavern, Maple-road, Penge.	124 - -	141 - -	283 - -	41	40	1 - -
	Working Men's Loan Society, Prince's Head, Greenside, Richmond.	107 - -	264 - -	361 - -	79	60	4 - -
	Loan Society, Bricklayers' Arms, Adam-street, Rotherhithe.	91 - -	351 - -	611 - -	86	84	- -
	Loan Society, The Bell, Church-street, Rotherhithe.	41 - -	40 - -	62 - -	25	19	1 - -
	Unity Loan Society, Battle-of-the-Nile, York-street, Rotherhithe.	161 - -	186 - -	409 - -	81	81	2 - -
	Loan Society, Crystal Tavern, New-road, Rotherhithe.	334 - -	650 - -	924 - -	221	189	14 - -
	Loan Society, King and Queen, Rotherhithe-street, Rotherhithe.	129 - -	132 - -	203 - -	49	47	2 - -
	Loan Society, Bull Head and Half Moon, Rotherhithe-street, Rotherhithe.	185 - -	431 - -	405 - -	66	66	2 - -
	Loan Society, Crown and Sceptre, Shad Thames.	- -	133 - -	- -	- -	- -	- -
	Loan Society, Duke of York, Borough-road, Southwark.	94 - -	132 - -	224 - -	50	50	- -
	Mutual Aid Loan Society, Hope, Gravel-lane, Southwark.	153 - -	1,192 - -	1,758 - -	366	275	27 - -
	Loan Society, Prince and Princess, Gravel-lane, Southwark.	45 - -	113 - -	129 - -	41	40	- -
	Loan Society, Gibraltar Tavern, 35, St. George's-road, Southwark.	72 - -	678 - -	661 - -	121	121	19 - -
	Loan Society, Albert Arms, Garden-row, London-road, Southwark.	16 - -	28 - -	20 - -	8	5	- -
	Loan Society, Sportsman Tavern, Southwark Bridge-road.	- -	102 - -	185 - -	33	33	2 - -
	Loan Society, Bricklayers' Arms, Chapel-court, High-street, Southwark.	153 - -	408 - -	618 - -	118	118	2 - -
	Loan Society, Noah's Ark, Park-street, Southwark.	161 - -	370 - -	569 - -	104	102	- -
	Loan Society, Plymouth Arms, Mill-lane, Tooley-street.	204 - -	375 - -	478 - -	69	69	2 - -
	Loan Society, Champion Inn, Bond-street, Vauxhall.	4 - -	89 - -	64 - -	45	25	2 - -
	Loan Society, Southampton Arms, Nine Elms-lane, Vauxhall.	38 - -	200 - -	264 - -	50	50	- -
	Working Man's Loan Society, Teetotal Hall, 122, Vauxhall-walk.	311 - -	440 - -	628 - -	147	140	3 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 - -	19 - -	12 - -	5 - -	1 - -	—	—	—	—	—	-
110 - -	120 - -	42 - -	74 - -	4 - -	6	- -	11 - -	9 - -	2 - -	1 - -
4 - -	4 - -	7 - -	5 - -	—	—	—	—	—	—	—
23 - -	24 - -	8 - -	25 - -	—	—	—	—	—	—	—
14 - -	14 - -	12 - -	13 - -	—	—	—	—	—	—	—
95 - -	103 - -	38 - -	63 - -	1 - -	12	- -	21 - -	1 - -	3 - -	—
56 - -	78 - -	37 - -	39 - -	- -	16	1	29 - -	25 - -	4 - -	2 - -
31 - -	52 - -	24 - -	28 - -	—	—	—	—	—	—	—
9 - -	17 - -	8 - -	8 - -	—	—	—	—	—	—	—
9 - -	12 - -	9 - -	6 - -	- -	3	- -	7 - -	3 - -	—	—
9 - -	17 - -	5 - -	10 - -	1 - -	4	- -	8 - -	2 - -	—	—
14 - -	15 - -	9 - -	14 - -	- -	1	- -	1 - -	1 - -	—	—
13 - -	24 - -	9 - -	13 - -	24 - -	—	—	—	—	—	—
- -	- -	5 - -	- -	- -	3	- -	13 - -	6 - -	4 - -	1 - -
—	—	—	—	—	—	—	—	—	—	—
37 - -	41 - -	25 - -	41 - -	1 - -	—	—	—	—	—	—
3 - -	5 - -	4 - -	1 - -	—	—	—	—	—	—	—
14 - -	15 - -	7 - -	14 - -	—	—	—	—	—	—	—
23 - -	27 - -	35 - -	14 - -	- -	15	8	32 - -	41 - -	9 - -	4 - -
18 - -	54 - -	25 - -	27 - -	1 - -	4	- -	9 - -	2 - -	1 - -	1 - -
3 - -	4 - -	3 - -	1 - -	- -	5	- -	12 - -	9 - -	—	—
20 - -	22 - -	8 - -	22 - -	—	—	—	—	—	—	—
48 - -	62 - -	7 - -	46 - -	8 - -	19	2	35 - -	27 - -	1 - -	3 - -
10 - -	21 - -	9 - -	12 - -	—	—	—	—	—	—	—
21 - -	24 - -	1 - -	23 - -	24 - -	—	—	—	—	—	—
- -	- -	5 - -	- -	- -	11	- -	17 - -	2 - -	- -	1 - -
11 - -	22 - -	13 - -	8 - -	- -	5	- -	11 - -	- -	2 - -	—
87 - -	115 - -	13 - -	95 - -	6 - -	17	- -	25 - -	9 - -	1 - -	1 - -
6 - -	7 - -	- -	6 - -	—	—	—	—	—	—	—
35 - -	55 - -	27 - -	27 - -	55 - -	—	—	—	—	—	—
1 - -	1 - -	2 - -	- -	- -	1	1	2 - -	2 - -	—	—
9 - -	11 - -	2 - -	9 - -	11 - -	—	—	—	—	—	—
30 - -	564 - -	15 - -	40 - -	14 - -	8	- -	12 - -	- -	2 - -	1 - -
28 - -	29 - -	10 - -	35 - -	—	—	—	—	—	—	—
28 - -	31 - -	13 - -	30 - -	—	—	—	—	—	—	—
5 - -	6 - -	6 - -	—	—	—	—	—	—	—	—
13 - -	18 - -	8 - -	9 - -	—	—	—	—	—	—	—
31 - -	67 - -	37 - -	28 - -	1 - -	4	- -	17 - -	1 - -	1 - -	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*cont^d.*	Loan Society, Queen Anne, Vauxhall-walk.	2 - -	- -	2 - -	5	2	- -
	Loan Society, White Lion, High-street, Vauxhall.	569 - -	599 - -	606 - -	154	130	9 - -
	Loan Society, Lord Clyde, Auckland-street, Vauxhall.	282 - -	1,078 - -	2,215 - -	404	391	13 - -
	Loan Society, Perseverance, 53, Amelia-street, Walworth.	61 - -	92 - -	155 - -	41	40	1 - -
	Loan Society, Prince Regent, Beresford-street, Walworth-road.	21 - -	33 - -	- -	- -	- -	- -
	Loan Society, Lord Camden, Camden-street, Walworth.	58 - -	136 - -	239 - -	34	34	- -
	Alliance Mutual Loan Society, 3, Charlotte-place, Walworth.	70 - -	87 - -	174 - -	46	44	- -
	Loan Society, Westmorland Arms, Grove-street, Walworth.	15 - -	76 - -	7 - -	12	5	- -
	Loan Society, Queen Elizabeth, King's-row, Walworth.	234 - -	819 - -	1,019 - -	174	163	9 - -
	Loan Society, Prince Regent, North-street, Walworth.	309 - -	130 - -	252 - -	104	63	4 - -
	Loan Society, Lord Nelson, Trafalgar-street, Walworth.	265 - -	669 - -	1,710 - -	133	131	8 - -
	Loan Society, Royal Oak, Westmorland-road, Walworth.	118 - -	181 - -	257 - -	65	65	- -
	Loan Society, Brooklands Arms, Brooklands-road, Wandsworth-road.	150 - -	173 - -	339 - -	84	84	- -
	Working Man's Loan Society, Mr. Ogg's, West Hill, High-street, Wandsworth.	71 - -	125 - -	239 - -	72	60	5 - -
	Working Men's Temperance Loan Society, Alliance Coffee House, South-street, Wandsworth.	21 - -	116 - -	123 - -	27	27	- -
	Loan Society, Surrey Hounds Inn, New Wandsworth.	52 - -	120 - -	206 - -	61	56	3 - -
	Loan Society, Prince of Wales Tavern, Spring-place, Wandsworth-road.	81 - -	115 - -	188 - -	57	53	1 - -
	Wimbledon Loan Society, Freeman Arms, Wimbledon.	93 - -	82 - -	137 - -	37	35	3 - -
SUSSEX - -	Working Men's Co-operative Loan Society, Albion Inn, Albion Hill, Brighton.	450 - -	1,627 - -	2,819 - -	710	690	54 - -
	Lion Industrial Loan Society, Sir John Falstaff, Albion Hill, Brighton.	253 - -	722 - -	1,238 - -	335	296	23 - -
	West End Mutual Loan Society, 30, Bond-street, Brighton.	112 - -	436 - -	745 - -	252	170	17 - -
	Dolphin Industrial, Black Lion Inn, 13, Black Lion-street, Brighton.	118 - -	631 - -	1,103 - -	366	230	25 - -
	Brighton Loan Society, 4, Duke-street, Brighton.	2,050 - -	2,230 - -	4,570 - -	910	863	66 - -
	Industrial Loan Society, 62, Frederick-street, Brighton.	14 - -	604 - -	- -	220	170	10 - -
	Brighton and County Loan Society, 9, Gardner-street, Brighton.	377 - -	403 - -	696 - -	148	148	10 - -
	Working Men's Equitable Loan Society, 17, Kensington-place, Brighton.	147 - -	708 - -	1,284 - -	330	314	21 - -
	Working Men's Model Loan Society, City of London Tavern, London-street, Brighton.	68 - -	459 - -	662 - -	247	165	17 - -
	Loan Society, 19, Marlboro'-place, Brighton.	5 - -	329 - -	850 - -	91	91	5 - -
	Industrious Partnership Loan Society, Chichester Arms, North-road, Brighton.	54 - -	60 - -	94 - -	26	26	1 - -
	Brighton and South Coast Loan Society, 39, Red Cross-street, Brighton.	280 - -	282 - -	594 - -	187	140	12 - -
	Mechanics Mutual Loan Society, 71, Rose Hill-terrace, Brighton.	123 - -	384 - -	616 - -	206	148	14 - -
	Eastbourne Industrial Loan Society, 1, Terminus-place, Eastbourne.	41 - -	650 - -	1,135 - -	172	166	10 - -
	Working Men's Mutual Loan Society, Workmen's Hall, Eastbourne.	99 - -	136 - -	307 - -	65	42	3 - -
	Hastings and St. Leonard's Benevolent Loan Society, Town Hall, Hastings.	130 - -	630 - -	2,133 - -	228	194	- -
	Hastings and St. Leonard's Working Men's Mutual Loan Society, 28, Gensing Station-road, St. Leonard's-on-Sea.	551 - -	952 - -	2,518 - -	336	282	23 - -
	Loan Society, Working Men's Club and Institute, Town Hall, Petworth.	100 - -	87 - -	127 - -	19	19	1 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - -	- - -	1 - -	- - -	- - -	6	1	12 - -	6 - -	1 - -	—
30 - -	56 - -	13 - -	43 - -	- - -	10	1	15 - -	10 - -	2 - -	1 - -
102 - -	171 - -	54 - -	107 - -	9 - -	13	- - -	13 - -	3 - -	4 - -	—
7 - -	9 - -	7 - -	7 - -	- - -	1	- - -	3 - -	—	—	—
- - -	- - -	- - -	- - -	- - -	4	1	15 - -	10 - -	3 - -	2 - -
9 - -	16 - -	5 - -	9 - -	2 - -	1	- - -	2 - -	2 - -	—	—
9 - -	12 - -	4 - -	7 - -	1 - -	—	—	—	—	—	—
- - -	- - -	4 - -	—	—	—	—	—	—	—	—
62 - -	94 - -	27 - -	60 - -	6 - -	8	2	30 - -	20 - -	4 - -	3 - -
12 - -	25 - -	5 - -	16 - -	3 - -	1	- - -	1 - -	—	—	—
46 - -	55 - -	30 - -	41 - -	—	—	—	—	—	—	—
12 - -	13 - -	12 - -	22 - -	—	—	—	—	—	—	—
16 - -	33 - -	14 - -	19 - -	—	—	—	—	—	—	—
11 - -	17 - -	6 - -	14 - -	2 - -	—	—	—	—	—	—
6 - -	6 - -	2 - -	3 - -	—	—	—	—	—	—	—
10 - -	13 - -	5 - -	6 - -	- - -	2	- - -	2 - -	2 - -	—	—
9 - -	15 - -	6 - -	7 - -	1 - -	8	1	14 - -	4 - -	1 - -	—
5 - -	15 - -	5 - -	8 - -	2 - -	—	—	—	—	—	—
240 - -	195 - -	61 - -	125 - -	7 - -	80	14	150 - -	100 - -	25 - -	18 - -
61 - -	88 - -	36 - -	38 - -	- - -	52	9	79 - -	52 - -	18 - -	11 - -
37 - -	54 - -	30 - -	19 - -	5 - -	26	1	53 - -	38 - -	5 - -	3 - -
55 - -	80 - -	36 - -	47 - -	- - -	48	5	86 - -	74 - -	8 - -	8 - -
240 - -	306 - -	203 - -	102 - -	- - -	28	1	62 - -	38 - -	- - -	6 - -
8 - -	19 - -	12 - -	6 - -	- - -	27	- - -	43 - -	36 - -	5 - -	4 - -
29 - -	40 - -	20 - -	19 - -	—	—	—	—	—	—	—
66 - -	87 - -	34 - -	50 - -	2 - -	32	3	48 - -	45 - -	8 - -	7 - -
33 - -	50 - -	22 - -	25 - -	2 - -	59	18	92 - -	66 - -	15 - -	14 - -
34 - -	40 - -	10 - -	22 - -	5 - -	—	—	—	—	—	—
4 - -	6 - -	5 - -	7 - -	—	—	—	—	—	—	—
26 - -	39 - -	23 - -	14 - -	1 - -	—	—	—	—	—	—
30 - -	45 - -	16 - -	29 - -	3 - -	14	4	19 - -	8 - -	3 - -	1 - -
56 - -	66 - -	18 - -	41 - -	7 - -	—	—	—	—	—	—
15 - -	18 - -	17 - -	1 - -	1 - -	—	—	—	—	—	—
53 - -	54 - -	49 - -	3 - -	2 - -	6	2	27 - -	15 - -	2 - -	1 - -
100 - -	124 - -	50 - -	68 - -	6 - -	9	- - -	15 - -	14 - -	1 - -	—
12 - -	14 - -	- - -	11 - -	2 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
WARWICK - -	Albion's Glory Loan Society, Bull's Head Inn, Market-street, Bedworth.	- -	58 - -	4 - -	3	1	- -
	Borough Loan Society, 73, Edmund-street, Birmingham.	3,997 - -	19,092 - -	25,297 - -	5,863	4,179	439 - -
	Perseverance Loan Society, 28, Great Hampton-row, Birmingham.	88 - -	312 - -	542 - -	188	120	14 - -
	Loan Society, 34½, Newhall-street, Birmingham.	689 - -	5,895 - -	9,267 - -	2,737	1,904	205 - -
	St. Michael's Friendly Loan Society, Royal Sailor, Well-street, Coventry.	279 - -	273 - -	289 - -	62	47	1 - -
	Independent Loan Society, Pickard's-green, Exhall.	- -	117 - -	188 - -	- -	- -	- -
	Paradise Loan Society, Holly Tree Inn, Little Heath, Foleshill.	59 - -	44 - -	36 - -	22	12	1 - -
	Loan Society, Fox and Vivian Inn, South Parade, Leamington.	71 - -	96 - -	218 - -	31	29	1 - -
	Abbey Loan Society, Weaver's Arms, Nuneaton.	- -	190 - -	- -	- -	- -	- -
	Friendly Loan Society, Salutation Inn, Stockingford.	10 - -	221 - -	312 - -	140	114	3 - -
YORK - - -	East and West Ardsley Loan Society, Bull's Head, East Ardsley.	- -	15 - -	- -	- -	- -	- -
	Loan Society, 11, New-street, Barnsley	2,281 - -	2,554 - -	5,701 - -	1,745	1,715	69 - -
	Union Loan Society, 41, Shambles-street, Barnsley.	143 - -	468 - -	813 - -	270	251	17 - -
	Provincial Loan Society, 24, Wellington-street, Barnsley.	1,188 - -	1,165 - -	2,087 - -	448	432	21 - -
	Friendly Loan Society, 16, John-street, Westgate, Bradford.	8,979 - -	7,753 - -	16,972 - -	2,490	2,475	186 - -
	Friendly Loan Society, 3, Quebec-terrace, Bradford.	- -	504 - -	- -	- -	- -	- -
	West Yorkshire Loan Society, Black Swan, Brighouse.	1,200 - -	1,064 - -	1,820 - -	360	330	22 - -
	West Yorkshire Loan Society, Nightingale Nest, Daisey Hill, Dewsbury.	2,400 - -	2,260 - -	4,400 - -	830	750	44 - -
	Provincial Loan Society, High-street, Dodworth.	140 - -	109 - -	220 - -	120	94	4 - -
	Loan Society, Thatched House Inn, Camden-street, Doncaster.	150 - -	471 - -	889 - -	262	250	13 - -
	Friendly Loan Society, 7, Broad-street, Halifax.	205 - -	1,239 - -	4,129 - -	1,250	1,239	68 - -
	Loan Society, Old Cock-yard, Halifax -	- -	568 - -	- -	- -	- -	- -
	Borough Loan Society, Gill's-court, 28, Waterhouse-street, Halifax.	770 - -	731 - -	1,594 - -	473	385	35 - -
	Friendly Loan Society, Malt Shovel Inn, Northgate, Halifax.	1,260 - -	1,136 - -	2,258 - -	375	371	28 - -
	Victoria Loan Society, Heckmondwicke	1,320 - -	1,288 - -	4,002 - -	1,383	1,069	103 - -
	Commercial Loan Society, Lower George-street, Heckmondwicke.	408 - -	4,034 - -	10,328 - -	2,172	2,156	144 - -
	Odd Fellows' Friendly Loan Society, Bull's Head Inn, Beast-market, Huddersfield.	1,222 - -	1,197 - -	2,086 - -	652	550	39 - -
	Fidelity Loan Society, Farmer's Boy, New-street, Huddersfield.	1,514 - -	1,649 - -	2,822 - -	682	632	34 - -
	Loan Society, Albion Hotel, Huddersfield.	2,600 - -	2,746 - -	3,720 - -	654	600	39 - -
	West Yorkshire Loan Society, Bull and Mouth-street, Huddersfield.	2,700 - -	2,580 - -	5,060 - -	850	780	48 - -
	Rechabite Equitable Loan Society, Temperance Hall, Mytongate, Hull.	- -	2,916 - -	4,817 - -	829	786	59 - -
	The People's Loan Society, 40, Charlotte-street, Hull.	- -	2,882 - -	5,394 - -	1,220	904	88 - -
	Providence Loan Society, Goodwin-street, Hull.	59 - -	393 - -	775 - -	150	141	11 - -
	United Loan Society, 1, Princess-street, Mason-street, Sculcoates, Hull.	135 - -	3,797 - -	7,540 - -	1,738	1,447	118 - -
	District Loan Society, Grapes Inn, Kirkburton.	1,275 - -	1,322 - -	1,847 - -	532	532	26 - -
	United Loan Society, 25, Anchor-street, Leeds.	650 - -	1,911 - -	3,717 - -	1,094	896	82 - -
	Leyland's Loan Society, 41, Bridge-street, Leeds.	3,104 - -	3,263 - -	6,202 - -	1,564	1,404	117 - -
	East End Loan Society, 8, Ellerby-street, Leeds.	907 - -	2,896 - -	4,266 - -	1,122	1,101	85 - -
	Brotherly Loan Society, Talbot Inn, Hoggsfield, Leeds.	2,650 - -	2,643 - -	4,438 - -	1,002	953	73 - -

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	- -	7 - -	- -	- -	4	- -	4 - -	4 - -	1 - -	1 - -
1,517 - -	1,956 - -	505 - -	1,054 - -	397 - -	698	17	2,013 - -	1,863 - -	177 - -	103 - -
32 - -	46 - -	63 - -	11 - -	- -	63	5	140 - -	79 - -	23 - -	11 - -
556 - -	761 - -	378 - -	353 - -	29 - -	163	10	276 - -	201 - -	47 - -	46 - -
7 - -	9 - -	8 - -	1 - -	- -	1	- -	4 - -	4 - -	—	--
- -	- -	8 - -	- -	- -	48	- -	24 - -	18 - -	4 - -	3 - -
2 - -	2 - -	1 - -	- -	1 - -	—	—	—	—	—	—
9 - -	10 - -	6 - -	6 - -	4 - -	2	- -	2 - -	4 - -	—	—
- -	- -	5 - -	- -	- -	6	- -	7 - -	- -	1 - -	—
15 - -	19 - -	6 - -	8 - -	5 - -	—	—	—	—	—	—
- -	- -	3 - -	- -	- -	10	3	69 - -	69 - -	- -	3 - -
190 - -	259 - -	106 - -	159 - -	- -	94	- -	225 - -	215 - -	- -	12 - -
40 - -	57 - -	20 - -	34 - -	3 - -	2	2	3 - -	—	—	—
104 - -	126 - -	55 - -	69 - -	1 - -	12	4	45 - -	35 - -	2 - -	2 - -
848 - -	1,034 - -	288 - -	662 - -	84 - -	210	102	490 - -	239 - -	60 - -	51 - -
- -	- -	30 - -	- -	- -	61	23	107 - -	104 - -	20 - -	12 - -
91 - -	113 - -	24 - -	81 - -	8 - -	14	4	24 - -	24 - -	7 - -	7 - -
220 - -	264 - -	42 - -	198 - -	24 - -	80	20	95 - -	90 - -	27 - -	24 - -
11 - -	15 - -	3 - -	7 - -	5 - -	—	—	—	—	—	—
44 - -	57 - -	7 - -	49 - -	—	—	—	—	—	—	—
121 - -	192 - -	79 - -	87 - -	26 - -	13	4	20 - -	14 - -	3 - -	2 - -
- -	- -	5 - -	- -	- -	8	- -	34 - -	79 - -	1 - -	—
79 - -	115 - -	46 - -	43 - -	25 - -	38	1	41 - -	1 - -	3 - -	3 - -
113 - -	141 - -	43 - -	74 - -	24 - -	7	2	12 - -	5 - -	2 - -	2 - -
100 - -	203 - -	52 - -	146 - -	4 - -	53	5	71 - -	66 - -	8 - -	6 - -
258 - -	403 - -	66 - -	240 - -	96 - -	182	17	293 - -	273 - -	47 - -	47 - -
104 - -	143 - -	58 - -	67 - -	17 - -	207	16	315 - -	270 - -	40 - -	40 - -
141 - -	175 - -	66 - -	47 - -	62 - -	170	33	238 - -	177 - -	- -	40 - -
182 - -	221 - -	82 - -	100 - -	39 - -	40	6	29 - -	27 - -	6 - -	4 - -
253 - -	301 - -	58 - -	225 - -	18 - -	90	16	120 - -	104 - -	35 - -	30 - -
240 - -	299 - -	106 - -	174 - -	19 - -	7	- -	11 - -	8 - -	1 - -	1 - -
260 - -	357 - -	122 - -	202 - -	33 - -	26	3	44 - -	38 - -	4 - -	3 - -
44 - -	55 - -	15 - -	28 - -	11 - -	1	—	—	—	—	—
377 - -	495 - -	160 - -	277 - -	58 - -	—	--	—	—	—	—
61 - -	88 - -	21 - -	62 - -	3 - -	71	18	148 - -	110 - -	14 - -	10 - -
185 - -	267 - -	108 - -	130 - -	29 - -	116	58	260 - -	240 - -	41 - -	32 - -
310 - -	427 - -	105 - -	283 - -	39 - -	96	67	187 - -	151 - -	29 - -	23 - -
227 - -	86 - -	121 - -	100 - -	1 - -	33	- -	78 - -	34 - -	16 - -	9 - -
222 - -	295 - -	92 - -	153 - -	50 - -	67	18	157 - -	124 - -	19 - -	16 - -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1867.	Sums in Borrowers' Hands on the 31st Dec. 1867.	Amount circulated in 1867.	Number of Applications for Loans in 1867.	Number of Borrowers to whom Loans were granted in 1867.	Amount paid for Forms of Application and Inquiry in 1867.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
YORK—*continued.*	Northern Loan Society, Hunslet-lane, Leeds.	585 – –	463 – –	954 – –	293	270	22 – –
	Old Yorkshire Friendly Loan Society, Exchange-buildings, Hunslet-road, Leeds.	2,714 – –	2,324 – –	5,527 – –	893	880	67 – –
	Stone Ezel Friendly Loan Society, 2, John-street, Leeds.	2,517 – –	2,556 – –	4,749 – –	1,246	1,109	93 – –
	Alliance Loan Society, Fox and Grapes Yard, Kirkgate, Leeds.	1,592 – –	1,499 – –	2,946 – –	987	917	69 – –
	Loan Society, 73, Kirkstall-road, Leeds	251 – –	1,396 – –	2,734 – –	829	775	44 – –
	Provincial Loan Society, Red Lion Inn, Meadow-lane, Leeds.	42 – –	1,630 – –	1,268 – –	572	560	42 – –
	Central Loan Society, 9, Mercury Office-yard, Briggate, Leeds.	4,130 – –	3,940 – –	7,826 – –	1,790	1,625	133 – –
	Volunteers' Loan Society, 1, Waterloo-road, Leeds.	1,021 – –	2,962 – –	4,035 – –	1,238	969	92 – –
	West Riding Loan Society, 17, Waterloo-road, Leeds.	9,237 – –	10,319 – –	18,215 – –	2,282	2,117	171 – –
	West End Friendly Loan Society, 47, West-street, Leeds.	2,481 – –	2,422 – –	4,725 – –	1,073	1,013	60 – –
	New West End Loan Society, 17, Caroline-street, West-street, Leeds.	2,303 – –	2,495 – –	4,792 – –	1,076	914	80 – –
	Provident Loan Society, Brass Moulders' Arms, 66, Church-street, Hunslet.	407 – –	857 – –	1,278 – –	434	312	32 – –
	Reliance Loan Society, 62 & 63, Marsh-lane, Leeds.	859 – –	1,564 – –	3,274 – –	1,068	853	80 – –
	Britannia Loan Society, 55, Trafalgar-street, Leeds.	771 – –	614 – –	873 – –	236	227	17 – –
	Morley Volunteers' Loan Society, Prospect Hotel, Morley, Leeds.	41 – –	533 – –	584 – –	143	111	10 – –
	Loan Society, Horse and Jockey Inn, Holbeck-bridge, Leeds.	1,085 – –	1,544 – –	2,085 – –	509	488	38 – –
	Tradesman's Commercial Loan Society, 51, Hunslet-road, Leeds.	974 – –	5,441 – –	5,343 – –	1,056	828	79 – –
	Friendly Loan Society, Golden Fleece Inn, Berry Brow, Lepton.	630 – –	617 – –	1,224 – –	425	425	16 – –
	Loan Society, Red Lion Inn, Lepton -	60 – –	1,091 – –	1,931 – –	300	280	20 – –
	West Yorkshire Loan Society, Cavalyer's Arms, Lindley.	400 – –	380 – –	800 – –	160	140	8 – –
	Loan Society, Dog Inn, Mold-green, Kirkheaton.	970 – –	1,016 – –	765 – –	208	208	11 – –
	Ripon Loan Society, Coltsgate-hill, Ripon.	– – –	220 – –	556 – –	103	90	6 – –
	Miners' Friendly Loan Society, Miners' Arms, Rothwell.	167 – –	750 – –	637 – –	130	121	9 – –
	Tradesman's Loan Society, New-lane, Selby.	970 – –	962 – –	1,756 – –	290	274	20 – –
	Friendly Loan Society, Commercial Inn, Skelmanthorpe.	370 – –	354 – –	709 – –	291	291	10 – –
	Working Man's Loan Society, Windmill Inn, Skelmanthorpe.	94 – –	577 – –	908 – –	353	353	13 – –
	Odd Fellows' Friendly Loan Society, Elephant and Castle, Westgate, Wakefield.	– – –	3,900 – –	4,790 – –	1,300	1,250	76 – –
	Friendly Loan Society, Cross-street, Northgate, Wakefield.	805 – –	5,276 – –	8,661 – –	2,101	2,049	138 – –
	Working Man's Provident Loan Society, Worsbro' Dale.	443 – –	439 – –	510 – –	185	175	7 – –
	Loan Society, York - - - -	3 – –	342 – –	1,848 – –	547	497	2 – –
WALES:							
CARNARVON -	Caellwyngrydd Loan Society, 46, North Caellwyngrydd, Llanllechid.	1,211 – –	65 – –	921 – –	123	118	9 – –
GLAMORGAN -	Operative Loan Society, 1, Arcade, Church-street, Cardiff.	567 – –	1,154 – –	2,221 – –	320	311	19 – –
	Mutual Loan Society, 28, Working-street, Cardiff.	439 – –	1,014 – –	1,910 – –	212	174	13 – –
MERIONETH -	Loan Society, British School, Bala -	1,080 – –	2,716 – –	2,315 – –	240	231	12 – –
	Number of Societies - - - 787.	231,080 – –	473,733 – –	707,875 – –	177,866	159,625	10,051 – –

Amount paid for Interest by Borrowers or Sureties in 1867.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1867.	Expense of Management in 1867.	Interest paid to Depositors or Shareholders in 1867.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1867.	Number of Summonses issued in 1867.	Number of Distress Warrants issued in 1867.	Amount for Recovery of which Summonses were issued in 1867.	Amount Recovered in 1867.	Amount of Costs incurred by Society in 1867.	Amount of Costs paid by Borrowers or Sureties in 1867.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
68 - -	70 - -	30 - -	38 - -	2 - -	28	24	60 - -	54 - -	10 - -	9 - -
276 - -	343 - -	98 - -	209 - -	36 - -	110	76	370 - -	300 - -	39 - -	33 - -
237 - -	330 - -	111 - -	173 - -	46 - -	108	47	283 - -	220 - -	34 - -	27 - -
98 - -	167 - -	54 - -	103 - -	10 - -	121	81	151 - -	152 - -	36 - -	28 - -
127 - -	176 - -	44 - -	119 - -	12 - -	90	59	210 - -	157 - -	28 - -	25 - -
112 - -	154 - -	64 - -	86 - -	4 - -	6	- -	19 - -	12 - -	1 - -	1 - -
391 - -	524 - -	168 - -	326 - -	36 - -	65	52	132 - -	96 - -	20 - -	18 - -
202 - -	294 - -	96 - -	175 - -	22 - -	151	44	247 - -	42 - -	46 - -	40 - -
910 - -	1,081 - -	355 - -	661 - -	65 - -	304	51	659 - -	548 - -	76 - -	67 - -
232 - -	292 - -	98 - -	129 - -	5 - -	97	34	217 - -	184 - -	2 - -	24 - -
255 - -	335 - -	114 - -	176 - -	45 - -	47	15	102 - -	105 - -	18 - -	13 - -
63 - -	101 - -	53 - -	38 - -	9 - -	29	7	58 - -	39 - -	9 - -	6 - -
163 - -	243 - -	83 - -	124 - -	36 - -	134	57	255 - -	201 - -	48 - -	41 - -
43 - -	61 - -	33 - -	22 - -	4 - -	61	18	88 - -	72 - -	18 - -	18 - -
29 - -	39 - -	16 - -	18 - -	5 - -	—	—	—	—	—	—
104 - -	162 - -	43 - -	113 - -	6 - -	- -	- -	191 - -	120 - -	19 - -	13 - -
267 - -	346 - -	145 - -	269 - -	- -	148	119	259 - -	152 - -	40 - -	31 - -
40 - -	57 - -	15 - -	40 - -	1 - -	62	18	122 - -	122 - -	12 - -	12 - -
91 - -	111 - -	41 - -	50 - -	20 - -	13	- -	18 - -	14 - -	4 - -	4 - -
40 - -	48 - -	10 - -	36 - -	2 - -	6	- -	7 - -	8 - -	2 - -	2 - -
25 - -	37 - -	11 - -	24 - -	1 - -	—	—	—	—	—	—
27 - -	34 - -	5 - -	- -	29 - -	1	- -	2 - -	2 - -	—	—
48 - -	58 - -	14 - -	43 - -	1 - -	—	—	—	—	—	—
87 - -	108 - -	28 - -	79 - -	79 - -	2	- -	1 - -	1 - -	—	—
23 - -	34 - -	15 - -	18 - -	- -	32	13	66 - -	66 - -	6 - -	6 - -
45 - -	50 - -	18 - -	38 - -	4 - -	37	- -	45 - -	45 - -	3 - -	6 - -
242 - -	318 - -	105 - -	188 - -	24 - -	122	10	481 - -	481 - -	29 - -	23 - -
252 - -	390 - -	99 - -	314 - -	2 - -	39	11	144 - -	133 - -	—	—
38 - -	46 - -	18 - -	25 - -	3 - -	13	- -	24 - -	- -	21 - -	2 - -
25 - -	27 - -	34 - -	10 - -	—	—	—	—	—	—	—
42 - -	86 - -	21 - -	63 - -	—	—	—	—	—	—	—
111 - -	130 - -	51 - -	69 - -	10 - -	11	- -	- -	3 - -	3 - -	—
95 - -	109 - -	26 - -	70 - -	11 - -	2	- -	14 - -	14 - -	—	—
117 - -	130 - -	33 - -	97 - -	—	—	—	—	—	—	—
357,220 - -	41,512 - -	19,091 - -	28,854 - -	6,060 - -	13,410	2,282	27,557 - -	20,323 - -	3,077 - -	2,350 - -

ABSTRACT of Accounts of Loan Societies in *England* and *Wales*, to 31 December 1867, by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

(*Presented pursuant to* 3 & 4 *Vict. c.* 110, *s.* 27.)

Ordered, by The House of Commons, *to be Printed*,
3 *April* 1868.

[*Price* 6 *d.*]

198. *Under* 8 *oz.*

MALT AND BARLEY.

RETURN to an Order of the Honourable The House of Commons, dated 21 November 1867 ;—*for*,

RETURNS "of the Quantity of Bushels of MALT made, and the NET REVENUE therefrom in each Year, ending the 10th day of October or the 30th day of September, as the Year may have ended, from 1830 to 1867 inclusive :"

"And, of the Average Price of BARLEY in each of the same Years, ending the 10th day of October or the 30th day of September, as the Year or Quarter may have ended."

(*Mr. Michael Bass.*)

Ordered, by The House of Commons, *to be Printed*,
5 *March* 1868.

MALT.

RETURN of the Quantity of Bushels of MALT made, and the NET REVENUE therefrom, in each Year ending the 10th day of October or the 30th day of September as the Year may have ended, from 1830 to 1867 inclusive.

UNITED KINGDOM.

Year ending	Number of Bushels of Malt charged with Duty.	Amount of Duty charged. £.	s.	d.	Net Receipt of Malt Duty. £.	s.	d.
10th October 1830 -	29,596,087	3,798,891	–	6	3,436,272	14	2
Ditto - 1831 -	37,149,462	4,767,231	–	–	4,359,333	17	8
Ditto - 1832 -	38,766,624	4,976,694	19	9	4,825,130	–	10
Ditto - 1833 -	40,164,793	5,153,574	12	3	4,923,074	4	4
Ditto - 1834 -	40,163,136	5,149,255	4	–	4,963,323	14	7
Ditto - 1835 -	40,131,824	5,145,137	4	4	4,925,521	6	7
Ditto - 1836 -	46,935,289	6,028,575	14	11	5,848,950	14	3
Ditto - 1837 -	42,090,649	5,415,217	10	11	5,252,409	18	7
Ditto - 1838 -	40,052,418	5,153,339	16	1	4,932,079	19	7
Ditto - 1839 -	39,666,952	5,105,440	10	7	4,845,948	11	4
Ditto - 1840 -	40,683,254	5,268,539	17	1	4,983,602	2	1
Ditto - 1841 -	40,119,968	5,425,473	3	2	5,263,362	13	6
Ditto - 1842 -	34,099,405	4,610,552	16	10	4,404,618	8	6
Ditto - 1843 -	35,677,400	4,825,914	2	7	4,557,620	2	1
Ditto - 1844 -	36,937,976	4,993,635	15	3	4,805,980	14	9
Ditto - 1845 -	37,499,905	5,068,119	–	4	4,764,670	–	6
Ditto - 1846 -	39,898,805	5,392,412	16	9	4,835,141	10	10
Ditto - 1847 -	34,763,187	4,701,866	6	4	4,860,327	8	–
Ditto - 1848 -	39,304,032	5,314,718	8	11	5,019,478	2	8
Ditto - 1849 -	37,999,032	5,138,509	10	2	4,844,848	3	6
Ditto - 1850 -	41,468,936	5,609,701	6	7	5,209,647	17	3
Ditto - 1851 -	38,824,967	5,251,735	15	1	5,172,110	15	7
Ditto - 1852 -	40,710,053	5,509,433	1	1	5,306,122	2	6
Ditto - 1853 -	42,031,841	5,688,649	3	1	5,339,194	16	11
Ditto - 1854 -	38,742,621	5,481,762	4	6	5,247,317	10	–
30th Sept. 1855 -	36,052,550	7,196,975	6	4	6,466,237	–	7
Ditto - 1856 -	34,188,398	6,741,450	17	8	6,384,743	2	3
Ditto - 1857 -	40,113,098	5,437,221	13	5	5,506,664	9	8
Ditto - 1858 -	40,909,781	5,545,191	8	5	5,422,742	14	9
Ditto - 1859 -	43,704,092	5,924,107	8	–	5,624,713	1	–
Ditto - 1860 -	42,700,731	5,788,721	–	9	6,511,526	12	5
Ditto - 1861 -	39,452,735	5,349,015	–	3	5,266,855	16	4
Ditto - 1862 -	43,477,756	5,894,929	18	7	5,795,472	2	4
Ditto - 1863 -	42,973,794	5,826,812	19	4	5,187,963	12	1
Ditto - 1864 -	49,104,421	6,658,293	5	10	6,387,450	4	8
Ditto - 1865 -	48,014,929	6,510,471	12	8	6,333,272	3	1
Ditto - 1866 -	51,723,081	7,013,289	10	–	6,661,941	17	1
Ditto - 1867 -	47,513,365	6,442,923	8	7	6,380,277	4	9

NOTE.—The records existing in this department do not afford the means of furnishing an account of the Net Receipt of Malt Duty, for years ending 10th October 1830 to 1841 inclusive. The amounts given in the foregoing return for those periods represent the net receipt for years ending 5th January 1831 to 1842.

Inland Revenue Office,
20 February 1868.

Fred. Gripper,
Accountant and Comptroller General.

BARLEY.

RETURN of the Annual Average Price of BARLEY in *England* and *Wales*, in each Year, from 1830 to 1866 inclusive.

YEARS.	Average.	YEARS.	Average.
	s. *d.*		*s.* *d.*
1830	32 7	1849	27 9
1831	38 –	1850	23 5
1832	33 1	1851	24 9
1833	27 6	1852	28 6
1834	29 –	1853	33 2
1835	29 11	1854	36 –
1836	32 10	1855	34 9
1837	30 4	1856	41 1
1838	31 5	1857	42 1
1839	39 6	1858	34 8
1840	36 5	1859	33 6
1841	32 10	1860	36 7
1842	27 6	1861	36 1
1843	29 6	1862	35 1
1844	33 8	1863	33 11
1845	31 8	1864	29 11
1846	32 8	1865	29 9
1847	44 2	1866	37 5
1848	31 6		

A. W. Fonblanque.

Statistical and Corn Department Board of Trade,
2 December 1867.

MALT AND BARLEY.

RETURNS of the Quantity of Bushels of Malt made, and the NET REVENUE therefrom in the UNITED KINGDOM, in each Year ending 10th October or 30th September, as the Year may have ended, from 1830 to 1867 inclusive; and of the Average Price of BARLEY in *England* and *Wales* in each Year, from 1830 to 1866 inclusive.

(*Mr. Michael Bass.*)

Ordered, by The House of Commons, *to be Printed*,
5 *March* 1868.

MALT AND BARLEY.

RETURN to an Order of the Honourable The House of Commons, dated 21 November 1867;—*for*,

RETURNS "of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1867, in *England*, *Scotland*, and *Ireland* respectively:"

"And, of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1867 (in continuation of Parliamentary Paper, No. 234, of Session 1867)."

RETURN of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1867, in *England*, *Scotland*, and *Ireland* respectively.

	Year ended 31 December 1867.	
	Bushels of Malt charged with Duty.	Amount of Duty Charged.
		£. s. d.
ENGLAND - - - - - -	43,158,542	5,853,377 1 $9\frac{1}{4}$
SCOTLAND - - - - - -	2,363,449	319,526 18 $2\frac{3}{4}$
IRELAND - - - - - -	2,369,825	321,313 12 $5\frac{3}{4}$

Inland Revenue Office,
19 February 1868.

Fred. Gripper,
Acc^{t} and Cont^{r} Gen^{l}.

AN ACCOUNT of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1867.

	Quantity of Barley Imported into the United Kingdom.
	Cwts.
Year 1867 - - - - - - - - -	5,683,721
	Equivalent in *Quarters*,
	1,591,442

Office of the Inspector General of Imports and Exports,
Custom House, London, 19 February 1868.

Edw. Bernard,
Inspector General.

MALT AND BARLEY.

RETURNS of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1867, in *England*, *Scotland*, and *Ireland* respectively; and, of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1867.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed*,
5 *March* 1868.

ORDERS FOR FISHERY GRANTS.

Session 1867–8.

REPORT by the Board of Trade of their Proceedings under "The Oyster and Mussel Fisheries Act, 1866."

In pursuance of Section 27 of "The Oyster and Mussel Fisheries Act, 1866," the Board of Trade make the following Report respecting the applications to, and the proceedings of, the Board under that Act.

At the time of this Board's last Report, dated 22nd July 1867, five applications for grants of fishery under the Act were still under their consideration, namely, three in the River Blackwater, in the county of Essex; one in the River Hamble, in the county of Southampton; and one in the Holy Loch, in the county of Argyle.

1.—River Blackwater, Essex.

In the case of the three first-named applications, the Report of the Board of Trade's Inspector, dated 20th August 1867, has been laid before the House of Commons (No. 578, of Session 1867).

Upon consideration of that Report, and the various objections and representations made in the matter of these applications, the Board of Trade decided to make an Order, as recommended by Mr. Pennell, in favour of "The Fish and Oyster Breeding Company" (Limited), and to refuse the application of "The Blackwater Oyster Fishery Company" (Limited), and of "The Maldon Native Oyster Fishery Company" (Limited).

"The Blackwater (Essex) Oyster Fishery Order, 1868," as made by the Board of Trade, has since been confirmed by "The Oyster Fisheries Orders Confirmation Act, 1868," 31 Vict. c. ix. (Local.)

2.—River Hamble.

Upon consideration of the Report of their Inspector, and the objections made to them against the grant of a Fishery Order in this river, the Board of Trade decided to make an Order in favour of Messrs. Thomas Warner and John Scovell, and "The Hamble Oyster Fishery Order, 1868," has since been confirmed by the Act last referred to.

3.—Holy Loch.

The promoter of this Order postponed for some months proceeding with it; the Inspector has recently made his Report, which is now under the consideration of the Board of Trade.

4.—Wigtown Bay.

An application has been made by Mr. Thomas Rae, of Whithorn, in the county of Wigtown, for the grant of a several oyster fishery in Wigtown Bay, but the promoter has not yet submitted a Draft Order, and the matter is consequently not ripe for the appointment of an Inspector.

5.—Frith of Forth.

Five applications have been received for grants of several oyster and mussel fishery over separate portions of the Frith of Forth, all of which are at present under consideration, namely :—

(*a.*) From the Earl of Moray, for the grant of an oyster fishery opposite Donibristle, in the county of Fife.

(*b.*) From "The Society of Free Fishermen," of Newhaven, for the grant of an oyster fishery in the middle of the Frith.

(*c.*) From the Earl of Morton, for the grant of an oyster fishery also in the middle of the Frith.

(*d.*) From Mr. John Anderson, fishmonger, of Edinburgh, for a grain of oyster and mussel fishery in a portion of the northern part of the Frith.

(*e.*) From the same, for a grant of mussel fishery in a portion of the southern part of the Frith.

(*a.*) In the case of the Earl of Moray's application, the report of the Inspector has been received, but no action has as yet been taken upon it.

(*b.*) (*c.*) (*d.*) These three applications, the memorials in which have been recently received, are under the consideration of the Board of Trade, and it will probably be expedient that all the applications for ground in the Frith of Forth should be considered at the same time.

(*e.*) The consideration of Mr. Anderson's application for a mussel Order has for the present been postponed.

6.—Exe Bight.

The Exe Bight Oyster Fishery and Pier Company (Limited) have applied for an Order for a grant of oyster fishery over a portion of the estuary of the River Exe, known as Exe Bight. The matter is under consideration.

7.—Emsworth, Hants.

An application has been received from The Emsworth Dredgermen's Co-operative Society (Limited), for a grant of oyster fishery in a portion of Emsworth Channel. This case is also under the consideration of the Board of Trade.

The Board of Trade have, with the sanction of the Lords Commissioners of the Treasury, appointed Mr. Henry Cholmondeley Pennell for one year, from January 1st, 1868, to act as Inspector of Oyster Fisheries.

The Regulations appended to this Report may require some alteration when the Sea Fisheries Bill of this Session becomes law.

Board of Trade,
1st July 1868.

T. H. Farrer.

BOARD OF TRADE REGULATIONS (REVISED)

For the Instruction and Guidance of Persons applying for Fishery Grants under "The Oyster and Mussel Fisheries Act, 1866," (29 & 30 Vict. c. 85.)

The Board of Trade, to whom the administration of the above Act has been committed, have issued the following Regulations for the purpose of facilitating and systematising applications for grants under its provisions.

I. General Principles on which exclusive Rights of Fishery will be granted.

The following comprise the several classes of grants or concessions which appear to the Board of Trade to fall within the scope and intention of the above-named Act, and for which they will be prepared to consider applications:

1. Appropriations of moderate areas of unproductive sea-bed or foreshore for the establishment of new fisheries or local depôts.

2. Appropriations of small areas of already productive ground for oyster layings or depôts in the vicinity of public beds.

3. Concessions of exclusive fishery rights to owners or occupiers of existing fisheries, but within such limits and conditions only as may make such concessions beneficial to the public.

Claims for grants coming under any of the following heads cannot, with a due regard to the public advantage, be entertained:—

1. Appropriations of large areas of already existing public beds or productive dredging ground.

2. Appropriations of larger extents of ground than the claimants have the means of beneficially cultivating, whether under the plea of regulating and superintending the fishery, or for any other purpose.

3. Grants of licensing or sub-letting powers.

The only ground for appropriating or granting exclusive fishery rights over any portion of the seashore is the expectation that by these means the supply of oysters will be materially increased, and the public thereby benefited. Such expectation must consequently be shown to exist in all cases of grants under this Act, and especially in the case of a grant of already productive dredging ground.

II.—Title to Soil.

By "The Crown Lands Act, 1866" (29 & 30 Vict. c. 62, ss. 7 to 25), the administration of the Crown rights over the foreshore and bed of the sea are, with certain exceptions, transferred to the Board of Trade.

When an application for a fishery grant includes foreshore or sea-bed under the management of the Board of Trade, that Board will, in administering the provisions of "The Oyster and Mussel Fisheries Act, 1866," deal also with the questions affecting the title to the soil. Upon this subject no positive or universal rule can at present be laid down, but in dealing with the proprietary rights of the Crown, it will be the duty of the Board, on the one hand, to reserve for the public purse such proportion of any ultimate profits arising from the beneficial occupation of the soil as may fairly and properly belong to the owner of it; whilst, on the other hand, they will carefully abstain from throwing obstacles in the way of public improvements, and will be averse to imposing any such terms as may, especially in the infancy of an undertaking, impede or delay its progress.

They will be prepared to consider favourably proposals founded on the basis of determining the rent or royalty according to the profits actually made, or the quantity of oysters produced or sold by the promoters.

In the few cases where the bed of the sea or foreshore to which an application relates belongs to the Crown, and is not transferred to the management of the Board of Trade, but reserved to the Commissioners of Woods, and in cases in which the sea-bed or foreshore forms part of the possessions of the Duchies of Lancaster or Cornwall, the consents mentioned in Section 23 of "The Oyster and Mussel Fisheries Act, 1866," must be obtained. These consents, in writing, must be forwarded with the Draft Order to the Board of Trade.

In cases where the bed of the sea or foreshore to which an application relates does not belong to Her Majesty in right of Her Crown, or to the Duchies of Lancaster or Cornwall, the Lands Clauses Consolidation Act must be incorporated with the proposed Order, as directed by Section 24, of the Oyster and Mussel Fisheries Act.

III.—Form of Procedure in applying for a Grant under "The Oyster and Mussel Fisheries Act, 1866."

1. The first step on the part of the promoters is to transmit a memorial to the Board of Trade, as directed by Section 3 of the Act. The memorial should be transmitted in duplicate, written on common foolscap paper, on one side of the paper only, with a wide margin, and should contain the following information:—

(*a.*) A description of the existing conditions of the proposed fishery, whether it is barren or cultivated, and to what extent; and whether it contains any public or private beds, and in what condition.

(*b.*) A statement of the manner in which it is intended to cultivate the ground applied for.

(*c.*) A statement of the means or capital possessed or anticipated by the promoters for this purpose.

(*d.*) The names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the soil included in the proposed fishery; and the nature of their title.

(*e.*) Whether any, and if so, what arrangements have been or are proposed to be made with them.

The memorial should be also accompanied by the following documents:—

(i.) Where the promoters are a company registered under "The Companies Act, 1862," by a printed copy of the memorandum of association, articles of association, and any registered special resolution of the company.

(ii.) When they are a company formed in any other manner, by a copy of every deed or instrument of settlement, partnership, or incorporation, or Act of Parliament, relating to the company; and,—

(iii.) In all other cases, by a short signed statement, setting forth concisely the nature of the interest, if any, of the promoter or promoters in the fishery in question.

(iv.) In every instance, by a plan in duplicate upon an Ordnance map or other chart of the locality, defining *accurately* the position, area, and boundaries of the ground proposed to be taken, showing what part is above and what below low-water mark, and what part, if any, is above high-water mark. In this map or chart, all portions of the sea-bed or estuary below low-water mark not comprised in the proposed fishery are to be coloured blue, and the proposed fishery itself pink, and the area should be stated either in acres or by other measurement.

(v.) In cases where ground is proposed to be taken, which does not belong to Her Majesty in right of Her Crown or to the Duchy of Lancaster or Cornwall, by a plan of the ground, and a book of reference thereto describing the same, and the owners or reputed owners, lessees or reputed lessees, and occupiers thereof; and,

(vi.) In cases where the construction of works, such as piers, jetties, &c., is included in the proposal for the fishery, by a plan and sections, and estimate for such works, signed by the persons making the same.

(vii.) If the construction of tanks or other similar works of a permanent nature is contemplated, they should be described in the memorial; their dimensions should be given, and their sites should be shown on the plan of the fishery.

2. No memorial can be considered by the Board of Trade unless containing the whole of the foregoing information, which should be *classified under separate headings in the manner above shown;* and the attention of promoters is called to the fact that statements contained in the memorial may, at a subsequent stage of the Order, become the subject of local investigation.

3. If, after receiving the memorial, the Board of Trade decides to proceed with the case, the promoters will be required, in accordance with the Act (Section 4), to transmit, in duplicate, a draft of the proposed Order, printed on foolscap paper on one side of each page only, and with a wide margin. A specimen form of Order is annexed.

4. The promoters will be required to deposit with the Draft Order at the Board of Trade, or to give security for such sum as the Board of Trade may require in order to provide for the expenses connected with the preparation and settlement of the said Order.

5. The Draft Order, with such modifications as the Board of Trade may require, must be circulated as follows; viz.:—

(*a.*) Twelve copies must be deposited at the Board of Trade.

(*b*). Two copies must be deposited, and lay for public inspection free of charge during the month following the date of the first advertisement mentioned below, at the custom-

custom-house of the port, and of the sub-port or creek, if any, within or adjacent to which the proposed fishery is situate; with two copies of the plan or Ordnance map or chart of the locality showing the limits of the proposed fishery; and two copies of the plan and of the book of reference thereto deposited (if any).

(*c.*) A sufficient number of copies of the Draft Order must also be deposited at a local office, to be named in that behalf in the advertisement mentioned below; such copies to be sold at a charge not exceeding 1 *s.* each; and facilities must be given at such office for the inspection of the plans.

6. The promotors must also give notice of the application by public advertisement, to be inserted twice at least in a county or other local newspaper circulating in or near the place where the site of the proposed fishery is situated, and once at least in "The Times" and London "Shipping and Mercantile Gazette." The advertisement must contain a statement, in an abridged form, of all the principal objects of the Order. It must also give the address of the local office where the Draft Order can be seen and obtained, and an intimation that written objections will be received by the Board of Trade during the month following the date of its publication.

7. The promoters must also cause copies of such advertisement to be posted up in conspicuous type, in the form of notices or placards, in at least six places in the neighbourhood of the proposed fishery, where they may be seen by fishermen and others interested in the undertaking; and, if the Board of Trade so requires, at other places.

8. Copies of the advertisement must also be forwarded by post to, or left at the residences of, the owners or reputed owners, lessees or reputed lessees, and occupiers (if any) of the portion of the seashore to which the Draft Order relates, and of the lands adjoining thereto.

9. During the month following the date of the first advertisement, the Board of Trade will receive any objections or representations made to them respecting the same. All such objections must be transmitted in *duplicate*, written on common foolscap paper on one side of the page only, and with a wide margin. A copy of such objections must also, at the same time, be sent to the promoters; and in sending the objections to the Board of Trade, the objectors or their agents should state that this has been done. A copy of this rule must be printed at the foot of each Draft Order.

10. As soon as conveniently may be after the expiration of the said month, the Board of Trade will, if the case require it, send an Inspector to hold a sitting or sittings in some suitable place in the neighbourhood of the proposed fishery, and to receive evidence, on oath or otherwise, and information offered, as provided for in the 6th section of the Act. Notice of such sitting or sittings will be published in one or more local newspapers at least 14 days before the holding thereof.

11. On the report of the Inspector, the Board of Trade will either refuse the application or make the Order in such form and manner as they think expedient; and, in the latter case, the Order, so approved, is to be advertised and circulated in the manner already pointed out with regard to the Draft Order.

12. Orders thus made, advertised, and circulated will afterwards be incorporated in one General Act, and submitted for the sanction of Parliament, as directed in Sections 11, 12 of the Act.

13. The promoters must be prepared to prove compliance with the regulations as to the publication of notices, circulation and deposit of Draft Order, &c. hereinbefore set forth, and of the Order itself when finally approved. Forms of proofs for this purpose will be prepared, and the promoters or their agent will be required to attend for the purpose at the Board of Trade, or before their Inspector, as the case may be.

T. H. Farrer,
Board of Trade,
November, 1867.

SPECIMEN FORM OF ORDER.

ORDER for the ESTABLISHMENT and MAINTENANCE by the Oyster Company [Limited], of [a SEVERAL *or* EXCLUSIVE] OYSTER FISHERY at in the Estuary of the in the County of .

Undertakers. 1. The Oyster Company, Limited (in this Order called the Company), shall be the undertakers of the fishery mentioned in this Order.

Power to take specified lands. 2. For the purposes of the fishery and works authorised by this Order, the Company may from time to time enter on, take, and use all or any part of the lands described in the plans and book of reference deposited for the purposes of this Order.

Lands Clauses Acts incorporated. 3. "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," are hereby incorporated with this Order.

(*If the land belongs to the Crown or to the Duchies of Lancaster or Cornwall, these two clauses will not apply, and must be omitted.*)

Limits of fishery and plans. 4. The following are the Company's fishery grounds under this Order (as shown on plans deposited at the Board of Trade); namely, all those parts of the foreshore and bed of the situate within the several parishes of , in the county of , containing an area of or thereabouts; and bounded as follows; that is to say:—

(*Here insert an accurate description of the locality, position, and boundary lines of the Fishery.*)

Right to several fishery. 5. This Order confers on the Company a right of several oyster fishery within the limits above mentioned.

Marking of limits. 6. The limits of the said several fishery shall be marked out as follows; that is to say:—

Notice to be given. 7. In the event of the marks by the last foregoing article prescribed being obliterated by storm or otherwise, they shall be replaced by the Company, and notice of the said limits may be given to fishermen, dredgermen, and other persons as follows; that is to say:—

Works not to be commenced without assent of Board of Trade. 8. No buildings, erections, embankments, or other works, other than the marks mentioned in Clause [6] of this Order, shall at any time be commenced or executed within the limits above described without the previous sanction and approval in writing of the Board of Trade.

Company to give accounts of capital, receipts, and expenditure, and of oysters sold. 9. The Company shall render to the Board of Trade such accounts of their capital, expenditure, and income, and of all oysters sold by the Company, in such form and at such times as the Board of Trade may require, and shall allow the Board of Trade, or any person appointed by the Board of Trade, to inspect the fishery and all books and documents in their possession relating thereto, and shall give to such Board or person all such information relating thereto as they or he may require.

Time of operation. 10. This Order shall continue in operation for years from its confirmation by Act of Parliament, and no longer.

Saving of rights under "Crown Lands Act, 1866." 11. This Order shall not be taken as a consent to the surrender of any rights, interests, powers, authorities, or privileges transferred to the management of the Board of Trade by "The Crown Lands Act, 1866."

Short title. 12. This Order may be cited as "The Fishery Order, 186 ."

OYSTER AND MUSSEL FISHERIES ACT (1866).

(Orders for Fishery Grants.)

Session 1867-8.

REPORT of the Board of Trade of their Proceedings under "The Oyster and Mussel Fisheries Act, 1866."

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
3 *July* 1868.

387.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 2 December 1867;—*for*,

RETURN "of all SPIRITS exported from *Ireland* to *England* in Bond; the Quantity Exported, and Amount of DUTY leviable on such Quantity; also of the Quantity of SPIRITS Exported from *Ireland* to *England* that has paid DUTY in the former Country, and Amount of DUTY paid:"

"Similar RETURN as to SPIRITS exported from *England* to *Ireland*:"

"Similar RETURN as to SUGAR:"

"Similar RETURN as to TEA:"

"Similar RETURN as to TOBACCO:"

"Similar RETURN as to MALT:"

"And, Similar RETURN as to any other ARTICLES subject to either EXCISE or CUSTOMS DUTIES, in each of the Three last Years."

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
6 *March* 1868.

CUSTOMS.

RETURN of all SPIRITS Exported from *Ireland* to *England* in Bond; the Quantity Exported, and *England* that has paid DUTY in the former Country, and Amount of DUTY paid; similar RETURN as to any other ARTICLES subject to either EXCISE or CUSTOMS DUTIES, in each of the Three last Years.—

ARTICLES CHARGEABLE WITH DUTIES OF CUSTOMS.

1.—ARTICLES REMOVED UNDER BOND.

FROM IRELAND TO GREAT BRITAIN.

ARTICLES.	QUANTITIES REMOVED.			Amount of Duty leviable on the same Quantities, if entered for Consumption at the existing Rates of Duty.		
	1864.	1865.	1866.	1864.	1865.	1866.
				£.	£.	£.
Chicory, Roasted or Ground - - *lb.*	- -	- -	22,411	- -	- -	374
Coffee - - - - - - - „	1,511	- -	2,254	19	- -	28
Fruit, Dried:						
Figs and Prunes - - - *cwt.*	- -	20	265	- -	7	93
Raisins - - - - - - „	- -	40	- -	- -	14	—
Spirits, Foreign and Colonial - *galls.*	3,920	1,554	1,649	2,102	808	859
Sugar - - - - - - - *cwt.*	7,507	16,922	14,150	3,773	7,469	6,463
Tea - - - - - - - *lb.*	23,663	14,139	28,720	1,183	453	718
Tobacco, Unmanufactured - - „	49,640	111,451	84,796	7,818	17,554	13,356
Ditto - Manufactured - - - „	438	501	246	92	113	58
Wine - - - - - - *galls.*	23,994	13,602	18,315	2,779	1,667	2,247
		TOTAL - - - £.		17,766	28,085	24,196

2.—ARTICLES REMOVED UPON WHICH THE DUTIES HAVE BEEN PAID.* - -

FROM IRELAND TO GREAT BRITAIN.

ARTICLES.	QUANTITIES REMOVED.			Amount of Duty levied on the same Quantities, when Imported into Ireland.		
	1864.	1865.	1866.	1864.	1865.	1866.
Corn, Foreign and Colonial:	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.
Wheat and Wheat Flour - - -	1,764	- -	2,180	23	- -	27
Indian Corn and Meal - - -	59,434	10,696	7,375	734	143	107
TOTAL - - -	61,198	10,696	9,555	757	143	134

* *Note.*—The Return to that portion of the Order of the Honourable House which requires the Cross-Channel Trade necessarily confined to Corn; no record of such trade between the two Countries, except for that article, having

Office of the Inspector General of Imports and Exports,
Custom House, London, 20 January 1868.

CUSTOMS.

Amount of DUTY leviable on such Quantity; also of the Quantity of SPIRITS Exported from *Ireland* to SPIRITS Exported from *England* into *Ireland*; similar RETURNS as to SUGAR, TEA, TOBACCO, MALT, and (So far as relates to Articles chargeable with Duties of Customs.)

ARTICLES CHARGEABLE WITH DUTIES OF CUSTOMS.

1.—ARTICLES REMOVED UNDER BOND.

FROM GREAT BRITAIN TO IRELAND.

ARTICLES.	QUANTITIES REMOVED.			Amount of Duty leviable on the same Quantities, if entered for Consumption at the existing Rates of Duty.		
	1864.	1865.	1866.	1864.	1865.	1866.
				£.	£.	£.
Cards, Playing - - - - *doz. pks.*	- -	- -	108	- -	- -	20
Chloroform - - - - - - *lb.*	- -	- -	28	- -	- -	4
Cooca Husks and Shells - - *cwt.*	569	191	375	57	19	37
Coffee - - - - - - - - - *lb.*	676,889	669,646	673,537	8,461	8,371	8,419
Fruit, Dried:						
Currants - - - - - - *cwt.*	1,731	2,636	1,535	606	923	537
Figs, Plums, and Prunes - - „	85	58	154	30	21	54
Raisins - - - - - - „	501	282	849	175	99	297
Pepper (Duty repealed 9th May 1866) *lb.*	98,945	104,568	26,273	2,597	2,745	690
Plate of Silver - - - - - *oz.*	192	482	- -	14	36	—
Spirits, Foreign and Colonial - *galls.*	139,155	147,558	172,307	72,148	75,814	88,443
Succades - - - - - - - *lb.*	- -	2,133	- -	- -	9	—
Sugar - - - - - - - - *cwt.*	7,621	11,885	16,377	4,625	6,206	7,280
Tapioca - - - - - - - - „	- -	13	- -	- -	1	—
Tea - - - - - - - - *lb.*	11,525,650	13,753,217	13,732,158	576,282	440,047	343,304
Tobacco, Unmanufactured - - „	6,097,289	5,744,373	5,612,683	960,323	904,739	883,998
Ditto - Manufactured - - - „	22,626	23,452	14,018	5,183	5,406	3,261
Vinegar - - - - - - *galls.*	1,753	1,805	690	22	23	9
Wine - - - - - - - - „	332,005	368,785	349,311	39,438	43,495	38,868
		TOTAL - - - £.		1,669,961	1,487,954	1,375,221

2.—ARTICLES REMOVED UPON WHICH THE DUTIES HAVE BEEN PAID.*

FROM GREAT BRITAIN TO IRELAND.

ARTICLES.	QUANTITIES REMOVED.			Amount of Duty levied on the same Quantities, when Imported into Great Britain.		
	1864.	1865.	1866.	1864.	1865.	1866.
	Cwt.	*Cwt.*	*Cwt.*	£.	£.	£.
Corn, Foreign and Colonial:						
Wheat and Wheat Flour - - -	551,466	320,993	128,657	8,615	4,827	2,131
Barley and Barley Meal - - -	4,496	11,126	3,673	62	139	47
Indian Corn and Meal - - -	120,188	474,275	816,035	1,463	5,941	10,216
Corn and Meal of other Sorts - -	1,984	5,417	2,958	38	97	48
TOTAL - - -	678,134	811,811	951,323	10,178	11,004	12,442

in Foreign and Colonial Articles upon which the Duties have been paid in Great Britain and Ireland respectively, is been kept since the year 1825, when it was placed upon the footing of a Coasting Traffic.

Edw. Bernard,
Inspector General.

INLAND REVENUE.

RETURN of all SPIRITS Exported from *Ireland* to *England* in Bond; the Quantity Exported, and Amount of DUTY leviable on such Quantity; also of the Quantity of SPIRITS Exported from *Ireland* to *England* that has paid DUTY in the former Country, and Amount of DUTY paid; similar RETURN as to SPIRITS Exported from *England* into *Ireland*; similar RETURNS as to SUGAR, TEA, TOBACCO, MALT, and any other ARICLES subject to either EXCISE or CUSTOMS DUTIES, in each of the Three last Years.—(So far as relates to the INLAND REVENUE DEPARTMENT.)

Year ending 31st December	BRITISH SPIRITS							
	Exported from Ireland to England				Exported from England to Ireland			
	In Bond.		Duty paid.		In Bond.		Duty paid.	
	Number of Gallons.	Duty leviable thereon.	Number of Gallons.	Amount of Duty paid.	Number of Gallons.	Duty leviable thereon.	Number of Gallons.	Amount of Duty paid.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1865 - -	222,452	111,226 – –	871,463	435,731 10 –	57,851	28,925 10 –	5,149	2,574 10 –
1866 - -	206,213	103,106 10 –	867,405	433,702 10 –	46,023	23,011 10 –	4,184	2,092 – –
1867 - -	208,373	104,186 10 –	907,393	453,696 10 –	31,286	15,643 – –	3,375	1,687 10 –

Note.—The records of this Department do not furnish the means of ascertaining the particulars of Malt exported from Ireland to England or from England to Ireland.

Inland Revenue Office,
28 February 1868.

Fred. Gripper,
Accountant and Controller General.

SPIRITS, &c.

RETURN of all Spirits Exported from *Ireland* to *England* in Bond; the Quantity Exported, and Amount of Duty leviable on such Quantity; also of the Quantity of Spirits Exported from *Ireland* to *England* that has paid Duty in the former Country, and Amount of Duty paid; similar Return as to Spirits Exported from *England* into *Ireland*; similar Returns as to Sugar, Tea, Tobacco, Malt, and any other Articles subject to either Excise or Customs Duties, in each of the Three last Years.

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
6 *March* 1868.

Under 1 *oz.*

SPIRITS.

RETURN to an Order of the Honourable The House of Commons, dated 20 February 1868;—*for*,

RETURNS "showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland*, and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1867:"

"The Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom:"

"The Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon:"

"The Number of Gallons of PROOF BRITISH SPIRITS Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts:"

"The Number of Gallons of PROOF SPIRITS Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon:"

"The Number of Proof Gallons of SPIRITS in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1867:"

"The Number of Gallons, at Proof Strength, of FOREIGN and COLONIAL SPIRITS respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of PROOF BRITISH BRANDY Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1867:"

"The Number of Proof Gallons of BRITISH SPIRITS Permitted from Rectifiers' Stocks, in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon:"

"And, the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended the 31st day of December 1867—(in continuation of Parliamentary Paper, No. 218, of Session 1867)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
24 *April* 1868.

RETURN of the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1867.

	Gallons of Proof Spirits Distilled.	Gallons of Proof Spirits Delivered, Duty Paid, from Distillers' Stocks.	Gallons of Proof Spirits put into Bond.
ENGLAND	7,016,013	4,069,188	2,872,173
SCOTLAND	10,813,996	1,151,014	9,545,483
IRELAND	5,493,604	153,774	5,275,974
UNITED KINGDOM	23,323,613	5,373,976	17,693,630

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom.

	Gallons of Proof British Spirits on which Duty was Paid.	Rate per Gallon.	Amount of Duty.
		s. *d.*	£. *s.* *d.*
ENGLAND	9,031,504	10 –	4,515,755 5 9
SCOTLAND	7,329,320	10 –	3,664,660 6 8
IRELAND	6,404,357	10 –	3,202,178 13 2
UNITED KINGDOM	22,765,181	10 –	11,382,594 5 7

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon.

	Gallons of Proof British Spirits Consumed.	Net Amount of Duty Retained thereon.
		£. *s.* *d.*
ENGLAND	11,323,713	5,661,856 10 –
SCOTLAND	4,983,009	2,491,504 10 –
IRELAND	4,892,654	2,446,327 – –
UNITED KINGDOM	21,199,376	10,599,688 – –

RETURN of the Number of Gallons of Proof British Spirits Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts.

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
ENGLAND to SCOTLAND.		ENGLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
4,087	6,973	31,286	3,375

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
SCOTLAND to ENGLAND.		SCOTLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
1,786,008	1,814,432	605,690	11,866

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
IRELAND to ENGLAND.		IRELAND to SCOTLAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
208,373	907,393	2,151	27,365

RETURN of the Number of Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses to Customs Warehouses for Exportation, Ships' Stores, &c.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND	94,671	788 18 4
SCOTLAND	552,188	4,601 11 8
IRELAND	71,055	592 2 6
United Kingdom	717,914	5,982 12 6

Note.—The number of gallons of British spirits, plain and compounded, returned by the Customs' Department as exported to foreign parts as merchandise and ships' stores from Customs' Warehouses, in the year ended 31st December 1867, was as follows, viz.:—

England	290,527
Scotland	514,216
Ireland	48,838
United Kingdom	853,581

RETURN of the Number of Proof Gallons of Spirits in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1867.

	Gallons of Proof British Spirits in Bonded Stores on the 31st December 1867.
ENGLAND	1,088,500
SCOTLAND	3,604,302
IRELAND	6,797,185
United Kingdom	11,489,987

RETURN of the Number of Gallons, at Proof Strength, of Foreign and Colonial Spirits respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks, in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1867.

	Gallons of Proof Spirits received into Rectifiers' Stocks for Rectification.		Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks.
	Foreign.	Colonial.	
ENGLAND	129,569	108,705	595,406
SCOTLAND	25,745	73,136	44,799
IRELAND	- - -	- - -	4,300
United Kingdom	155,314	181,841	644,505

RETURN of the Number of Proof Gallons of British Spirits Permitted from Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Proof Gallons of British Compounded Spirits Permitted from Rectifiers' Stocks to Customs' Warehouses for Exportation, Ships' Stores, or Home Consumption, per Act 28 & 29 Vict. c. 98.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND	191,254	97,550 5 8
SCOTLAND	391,775	201,170 12 9
IRELAND	592,183	296,507 12 8
United Kingdom	1,175,212	595,228 10 7

See note to Return of Spirits permitted from Distillers' Stocks, &c.

RETURN of the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons Licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended 31st day of December 1867.

	TOTAL NUMBER OF GALLONS OF		Amount of Drawback or Allowance Paid thereon.
	Methylic Alcohol Sold by the Excise.	Methylated Spirits sent out by Persons Licensed to Sell the same, under the Act 18 & 19 Vict. c. 38.	
			£. s. d.
ENGLAND - - - - - - - -	31,145	398,415	114,006 16 -
SCOTLAND - - - - - - - -	592	227,551	81,287 18 -
IRELAND - - - - - - - -	450	4,454	—
UNITED KINGDOM - - - -	32,187	630,420	195,294 14 -

N.B.—In addition to the quantity of Methylic Alcohol sold by the Excise, 26,577 gallons were used in Scotland by makers of Methylated Spirits.

Inland Revenue Office,
17 April 1868.

Fred. Gripper,
Accountant and Comptroller General..

SPIRITS.

RETURNS showing the Number of Gallons of PROOF SPIRITS Distilled in *England*, *Scotland*, *Ireland*, and the United Kingdom; the Gallons delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended 31 December 1867; the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom; &c.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
24 *April* 1868.

RETURN to an Order of the Honourable The House of Commons, dated 20 July 1868;—*for*,

RETURN "of the Quantities of BRITISH SPIRITS charged with DUTY for Consumption in *England*, *Scotland*, *Ireland*, and the *United Kingdom* respectively, with the Rates and Amounts of DUTY, and the POPULATION in each Census Year from 1800 to 1867 inclusive:"

"Like RETURN for FOREIGN SPIRITS:"

"Like RETURN for COLONIAL SPIRITS:"

"RETURNS of the Quantities of BRITISH SPIRITS exported to Foreign Parts from the *United Kingdom* in each Year from 1840, and also of the Quantities methylated Duty free and on Drawback of the Duty under the Act 18 & 19 Vict. c. 38:"

"Of the Quantities of MALT charged with DUTY in *England*, *Scotland*, *Ireland* and the *United Kingdom* respectively, the Rates and Amounts of DUTY, the POPULATION, and the Average Price of BARLEY in each Year, from 1800 to 1867 inclusive:"

"And of the Quantities of MALT made DUTY FREE for DISTILLATION, EXPORTATION, or CATTLE FEEDING, and the Quantities of MALT and BEER respectively exported on DRAWBACK in each Year from 1830."

(Mr. Ramsay.)

Ordered, by The House of Commons, *to be Printed*,
25 *July* 1868.

RETURNS FROM THE INLAND REVENUE DEPARTMENT.

SPIRITS.

RETURN of the Quantities of British Spirits charged with Duty for Consumption in *England, Scotland,* in each Census Year from

Year.	ENGLAND.				SCOTLAND.			
	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.
				£. s. d.			Lowlands. / Highlands. Per Gallon of Still's Content.	£. s. d.
1800	- -	4,352,888	4*s.* 10¼*d.* 18/19 ; 5*s.* 4¼*d.* 6/19	1,015,700 12 8	- -	1,277,596	64*l.* 16*s.* 4*d.* / 7*l.* 16*s.* −¼*d.* and 1*s.* 1¼*d.* per gallon on spirits made.	144,409 10 6
1801	9,060,993	2,555,920	5*s.* 4¼*d.* 6/19	621,648 8 4	1,625,000	295,931	,, / ,,	42,192 1 –
1802	- -	3,981,072	,,	1,063,872 5 5	- -	1,158,558	3*s.* 10½*d.* 5/135 / 3*s.* 4¼*d.* 12/23	217,866 – –
1803	- -	5,370,377	5*d.* 4¼*d.* 6/19 ; 8*s.* −½*d.* 1/19	1,466,577 7 1	- -	2,022,409	,, / ,,	270,086 1 5
1804	- -	3,690,745	8*s.* −½*d.* 1/19	1,499,327 18 –	- -	1,189,757	5*s.* 9¾*d.* 37/85 / 5*s.* −½*d.* 6/23	499,002 3 3
1805	- -	4,932,645	,,	2,042,701 3 9	- -	1,625,987	,, / ,,	421,896 16 2
1806	- -	4,094,985	,,	1,689,849 5 6	- -	1,812,237	,, / ,,	461,835 11 6
1807	- -	4,747,365	,,	1,938,356 18 3	- -	2,653,478	5*s.* 8¾*d.* 187/165 / 5*s.* −½*d.* 6/23 ; 4*s.* 11¼*d.* 18/23	783,547 8 2
1808	- -	5,390,884	,,	2,213,347 17 6	- -	2,683,342	,, / 4*s.* 11¼*d.* 18/23	778,029 17 10
1809	- -	4,035,825	,,	1,390,889 10 11	- -	1,315,135	,, / ,,	269,802 4 9
1810	- -	4,787,555	,,	1,585,741 13 –	- -	1,748,140	,, / ,,	324,915 8 –
1811	10,322,592	4,776,330	8*s.* −½*d.* 1/19 ; 10*s.* 2¾*d.* 7/19	1,592,700 14 5	1,824,434	1,951,092	5*s.* 8¾*d.* 187/165 / 4*s.* 11¼*d.* 18/23 ; 8*s.* −¼*d.* 19/45 / 6*s.* 7½*d.* 2/3	563,838 10 1
1812	- -	5,242,470	,,	2,587,505 4 2	- -	1,687,905	8*s.* −¼*d.* 19/45 / 6*s.* 7½*d.* 2/3	646,591 16 5
1813	- -	4,292,477	,,	1,906,865 6 11	- -	1,234,291	,, / ,,	364,912 5 –
1814	- -	4,956,965	,,	2,484,635 11 10	- -	1,474,187	,, / ,,	587,781 8 –
							Lowlands and Highlands.	
1815	- -	5,468,987	,,	2,840,591 16 –	- -	1,591,148	9*s.* 4½*d.* 2/3	743,506 – 3
1816	- -	4,745,484	,,	2,447,136 19 11	- -	918,859	- ,, -	427,658 16 8
1817	- -	4,133,063	,,	2,132,320 16 9	- -	1,906,950	6*s.* 2*d.*	599,168 3 5
1818	- -	5,259,662	,,	2,681,131 3 5	- -	2,066,988	- ,, -	640,500 13 9
1819	- -	4,146,505	10*s.* 2¾*d.* 7/19 ; 11*s.* 8¼*d.* 19/19	2,218,007 7 9	- -	2,125,150	- ,, -	658,773 18 4
1820	- -	4,284,798	11*s.* 8¼*d.* 19/19	2,510,822 6 6	- -	1,863,987	- ,, -	576,892 1 2
1821	12,105,614	4,125,616	,,	2,419,280 18 6	2,099,945	2,385,495	- ,, -	738,088 5 8
1822	- -	4,694,055	,,	2,749,372 5 3	- -	2,225,124	- ,, -	686,739 18 4
1823	- -	3,803,312	,,	2,222,273 8 5	- -	2,303,286	6*s.* 2*d.*; 2*s.* 4¾*d.* 5/23	560,356 14 11
1824	- -	4,392,611	,,	2,567,378 3 6	- -	4,350,301	2*s.* 4¾*d.* 5/23	524,758 16 2
1825	- -	3,684,049	,,	2,055,027 4 5	- -	5,981,549	- ,, -	717,977 10 –
1826	- -	7,407,204	7*s.*	2,592,521 13 1	- -	3,968,788	2*s.* 10*d.*	565,078 8 1
1827	- -	6,671,562	,,	2,335,046 15 9	- -	4,752,199	- ,, -	673,228 5 3
1828	- -	7,759,687	,,	2,715,890 9 –	- -	5,716,180	- ,, -	809,792 3 4
1829	- -	7,700,766	,,	2,695,268 2 –	- -	5,777,280	- ,, -	818,448 – –
1830	- -	7,732,101	7*s.*; 7*s.* 6*d.*	2,857,147 19 –	- -	6,007,631	2*s.* 10*d.*; 3*s.*; 3*s.* 4*d.*	939,534 1 10
1831	13,994,460	7,434,047	7*s.* 6*d.*	2,787,767 12 6	2,373,561	5,700,689	3*s.* 4*d.*	950,114 16 8
1832	- -	7,281,900	,,	2,730,712 10 –	- -	5,407,097	- ,, -	901,182 16 8
1833	- -	7,717,303	,,	2,893,988 12 6	- -	5,988,556	- ,, -	998,092 13 4
1834	- -	7,644,301	,,	2,866,612 17 6	- -	6,045,043	- ,, -	1,007,507 3 4
1835	- -	7,315,053	,,	2,743,144 17 6	- -	6,013,932	- ,, -	1,002,322 – –
1836	- -	7,875,702	,,	2,953,388 5 –	- -	6,620,826	- ,, -	1,103,471 – –
1837	- -	7,133,869	,,	2,675,200 17 6	- -	6,124,035	- ,, -	1,020,672 10 –
1838	- -	7,930,490	,,	2,973,933 15 –	- -	6,259 711	- ,, -	1,043,285 3 4
1839	- -	8,186,552	,,	3,069,957 – –	- -	6,188,582	- ,, -	1,031,430 6 8
1840	- -	8,278,148	7*s.* 6*d.*; 7*s.* 10*d.*	3,183,865 1 –	- -	6,180,138	3*s.* 4*d.*; 3*s.* 8*d.*	1,088,049 8 4
1841	15,929,492	8,166,985	7*s.* 10*d.*	3,198,735 15 10	2,621,854	5,989,905	3*s.* 8*d.*	1,098,149 5 –
1842	- -	7,956,054	,,	3,116,121 3 –	- -	5,595.186	- ,, -	1,025,784 2 –
1843	- -	7.724,051	,,	3,025,253 6 2	- -	5,593,798	- ,, -	1,025,529 12 8
1844	- -	8,234,440	,,	3,225,155 13 4	- -	5,922,948	- ,, -	1,085,873 16 –
1845	- -	9,076,381	,,	3,554,915 17 10	- -	6,441,011	- ,, -	1,180,852 – 4
1846	- -	9,179,530	,,	3 595,315 18 4	- -	6,975,091	- ,, -	1,278,766 13 8
1847	- -	8,409,165	,,	3,293,589 12 6	- -	6,193,249	- ,, -	1,135,428 19 8
1848	- -	8,581,327	,,	3,361,019 14 10	- -	6,548,190	- ,, -	1,200,501 10 –
1849	- -	9,053,676	,,	3,546,023 2 –	- -	6,935,003	- ,, -	1,271,417 4 4
1850	- -	9,331,512	,,	3,654,842 4 –	- -	7,122,987	- ,, -	1,305,880 19 –

- - - RETURNS FROM THE INLAND REVENUE DEPARTMENT.

- - - - - - - - - - - - SPIRITS.

Ireland, and the *United Kingdom* respectively, with the Rates and Amounts of Duty, and the Population 1800 to to 1867 inclusive.

IRELAND.				UNITED KINGDOM.			Year.
Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Amount of Duty.	
			£. s. d.			£. s. d.	
- -	1,330,500	2 *s.* 4¼ *d.*	209,944 13 8	- -	6,960,984	1,370,054 16 10	1800
5,216,329	355,106	- ,, -	60,151 15 5	15,902,322	3,206,957	723,992 4 9	1801
- -	4,715,098	2 *s.* 10¼ *d.*	674,575 11 10	- -	9,854,728	1,956,313 17 3	1802
- -	4,343,095	2 *s.* 10¼ *d.*; 3 *s.* 6¾ *d.*	671,622 11 11	- -	11,735,881	2,506,286 - 5	1803
- -	3,543,599	3 *s.* 6⅝ *d.*; 4 *s.* 1 *d.*	680,083 9 8	- -	9,124,101	2,678,413 10 11	1804
- -	3,686,233	4 *s.* 1 *d.*	658,222 6 5	- -	10,244,865	3,122,820 6 4	1805
- -	3,858,107	- ,, -	725,367 3 -	- -	9,765,329	2,877,052 - -	1806
- -	5,597,204	- ,, -	1,141,149 3 9	- -	12,998,047	3,863,053 10 2	1807
- -	3,575,430	- ,, -	834,064 12 3	- -	11,649,656	3,825,442 7 7	1808
- -	1,360,386	- ,, -	212,455 6 -	- -	6,711,346	1,873,147 1 8	1809
- -	4,728,522	4 *s.* 1 *d.*; 2 *s.* 6½ *d.*	632,747 13 4	- -	11,264,217	2,543,404 14 4	1810
5,956,466	6,378,479	2 *s.* 6½ *d.*	812,597 1 11	18,103,492	13,105,901	2,969,136 6 5	1811
- -	4,009,301	2 *s.* 6½ *d.*; 5 *s.* 1¼ *d.*	942,880 12 7	- -	10,939,676	4,176,977 13 2	1812
- -	3,158,693	5 *s.* 1¼ *d.*; 5 *s.* 7¼ *d.*	750,768 17 3	- -	8,685,461	3,022,546 9 2	1813
- -	5,393,713	5 *s.* 7¼ *d.*	1,454,594 2 4	- -	11,824,865	4,527,011 2 2	1814
- -	4,323,844	5 *s.* 7¼ *d.*; 6 *s.* 1½ *d.*	1,312,908 15 -	- -	11,383,979	4,897,006 11 3	1815
- -	3,557,200	6 *s.* 1½ *d.*; 5 *s.* 7¼ *d.*	1,037,185 13 10	- -	9,221,543	3,911,981 10 5	1816
- -	3,586,932	5 *s.* 7¼ *d.*	1,026,277 9 9	- -	9,626,945	3,757,766 9 11	1817
- -	4,284,347	- ,, -	1,175,077 8 9	- -	11,610,997	4,496,709 5 11	1818
- -	3,676,516	- ,, -	1,036,924 4 2	- -	9,948,171	3,913,705 10 3	1819
- -	3,299,650	- ,, -	924,993 1 -	- -	9,448,435	4,012,707 8 8	1820
6,801,827	3,311,462	- ,, -	928,304 10 9	21,007,386	9,822,573	4,085,673 14 11	1821
- -	2,910,483	- ,, -	815,897 19 11	- -	9,829,662	4,252,010 3 6	1822
- -	3,590,376	5*s.* 7¼*d.*; 2*s.* 4⅝*d.* $\frac{5}{23}$	624,819 13 10	- -	9,606,974	3,407,449 17 2	1823
- -	6,690,315	2 *s.* 4⅝ *d.* $\frac{5}{23}$	803,148 11 5	- -	15,433,227	3,895,285 11 1	1824
- -	9,262,744	- ,, -	1,111,825 12 -	- -	18,928,342	3,884,830 6 5	1825
- -	6,834,867	2 *s.* 10 *d.*	967,998 12 11	- -	18,230,859	4,125,598 14 1	1826
- -	8,260,664	- ,, -	1,170,233 7 2	- -	19,684,425	4,178,508 8 2	1827
- -	9,937,903	- ,, -	1,407,869 11 10	- -	23,413,770	4,933,552 4 2	1828
- -	9,212,224	- ,, -	1,305,064 18 6	- -	22,690,270	4,818,781 - 6	1829
- -	9,004,539	2*s.* 10*d.*; 3*s.*; 3*s.* 4*d.*	1,412,917 7 8	- -	22,744,271	5,209,599 8 6	1830
7,767,401	8,710,672	3 *s.* 4 *d.*	1,451,778 13 4	24,135,422	21,845,408	5,189,661 2 6	1831
- -	8,657,756	- ,, -	1,442,959 6 8	- -	21,346,753	5,074,854 13 4	1832
- -	8,168,596	- ,, -	1,361,432 13 4	- -	21,874,455	5,253,513 19 2	1833
- -	9,708,416	3 *s.* 4 *d.*; 2 *s.* 4 *d.*	1,369,310 12 8	- -	23,397,760	5,243,430 13 6	1834
- -	11,381,223	2 *s.* 4 *d.*	1,327,809 7 -	- -	24,710,208	5,073,276 4 6	1835
- -	12,248,772	- ,, -	1,429,023 8 -	- -	26,745,300	5,485,882 13 -	1836
- -	11,235,635	- ,, -	1,310,824 1 8	- -	24,493,539	5,006,697 9 2	1837
- -	12,296,342	- ,, -	1,434,573 4 8	- -	26,486,543	5,451,792 3 -	1838
- -	10,815,709	- ,, -	1,261,832 14 4	- -	25,190,843	5,363,220 1 -	1839
- -	7,401,051	2 *s.* 4 *d.*; 2 *s.* 8 *d.*	936,126 3 8	- -	21,859,337	5,208,040 13 -	1840
8,199,853	6,485,443	2 *s.* 8 *d.*	864,725 14 8	26,751,199	20,642,333	5,161,610 15 6	1841
- -	5,290,650	2 *s.* 8 *d.*; 3 *s.* 8 *d.*	904,908 8 -	- -	18,841,890	5,046,813 13 -	1842
- -	5,546,483	3 *s.* 8 *d.*; 2 *s.* 8 *d.*	852,418 11 4	- -	18,864,332	4,903,201 10 2	1843
- -	6,451,137	2 *s.* 8 *d.*	860,151 12 -	- -	20,608,525	5,171,181 1 4	1844
- -	7,605,196	- ,, -	1,014,026 2 8	- -	23,122,588	5,749,794 - 10	1845
- -	7,952,076	- ,, -	1,060,276 16 -	- -	24,106,697	5,934,359 8 -	1846
- -	6,037,383	- ,, -	804,984 8 -	- -	20,639,797	5,234,003 - 2	1847
- -	7,072,933	- ,, -	943,057 14 8	-	22,202,450	5,504,578 19 6	1848
- -	6,973,333	- ,, -	929,777 14 8	- -	22,962,012	5,747,218 1 -	1849
- -	7,408,086	- ,, -	987,744 16 -	- -	23 862,585	5,948,467 19 -	1850

RETURN of the Quantities of British Spirits, charged with Duty for Consumption in

Year.	ENGLAND.				SCOTLAND.			
	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.
				£. s. d.			Lowlands and Highlands.	£. s. d.
1851	17,982,849	9,595,368	7 s. 10 d.	3,758,185 16 –	2,896,015	6,830,710	3 s. 8 d.	1,252,296 16 8
1852	- -	9,820,608	,,	3,846,404 16 –	- -	7,172,015	- ,, -	1,314,869 8 4
1853	- -	10,350,307	,,	4,053,870 4 10	- -	6,534,648	3 s. 8 d.; 4 s. 8 d.	1,433,400 3 –
1854	- -	10,889,611	,,	4,265,097 12 10	- -	6,553,239	4 s. 8 d.; 5 s. 8 d.; 6 s.	1,806,934 19 –
1855	- -	10,384,100	7 s. 10 d.; 8 s.	4,090,530 18 6	- -	5,344,319	6 s.; 7 s. 10 d.; 8 s.	1,893,636 19 10
1856	- -	9,343,549	8 s.	3,737,419 12 –	- -	7,175,939	8 s.	2,870,375 12 –
1857	- -	10,199,565	,,	4,079,826 – –	- -	7,030,822	- ,, -	2,812,328 16 –
1858	- -	10,028,591	,,	4,011,436 8 –	- -	6,781,879	- ,, -	2,712,751 12 –
1859	- -	12,576,318	8 s.	5,030,527 4 –	- -	5,404,174	8 s.	2,161,669 12 –
1860	- -	11,894,385	8 s.; 8 s. 1 d.; 10 s.	5,301,416 18 4	- -	4,729,705	8 s.; 8 s. 1 d.; 10 s.	2,103,122 5 4
1861	20,119,314	10,816,605	10 s.	5,408,302 10 –	3,066,633	4,410,998	10 s.	2,205,490 – –
1862	- -	10,458,892	,,	5,229,446 – –	- -	4,400,271	- ,, -	2,200,135 10 –
1863	- -	10,561,205	,,	5,280,602 10 –	- -	4,693,950	- ,, -	2,346,975 – –
1864	- -	11,098,252	,,	5,549,126 – –	- -	5,014,121	- ,, -	2,507,060 10 –
1865	- -	11,238,105	,,	5,619,052 10 –	- -	5,198,607	- ,, -	2,599,303 10 –
1866	- -	11,717,111	,,	5,858,555 10 –	- -	5,462,465	- ,, -	2,731,232 10 –
1867	- -	11,323,713	,,	5,661,856 10 –	- -	4,983,009	- ,, -	2,491,504 10 –

Note.—From 1800 to 1858 the number of gallons of spirits, given in this Return, represents the quantity charged with Duty for consumption, in sumption in each country, after deducting from the quantity charged to Duty, the number of gallons exported on drawback and removed, duty paid, from

SPIRITS. - - - - - - - - - - -

RETURN of the Quantities of British Spirits Exported to Foreign Parts from the *United Kingdom*, under the Act 18 & 19 Vict. c. 38 (so far as

Year ended 31 December.	ENGLAND.		SCOTLAND.	
	Number of Gallons of British Spirits methylated under the Act 18 & 19 Vict. c. 38.		Number of Gallons of British Spirits methylated under the Act 18 & 19 Vict. c. 38.	
	Duty Free.	On Drawback.	Duty Free.	On Drawback.
3 months to 31 Dec. 1855 - - -	35,581	12,897	22,587	7,887
1856 - - -	70,379	38,025	42,933	26,994
1857 - - -	106,652	40,155	38,845	50,659
1858 - - -	157,372	66,630	15,772	55,387
1859 - - -	271,004	92,713	13,539	51,979
1860 - - -	322,606	113,982	26,258	62,499
1861 - - -	321,686	106,239	58,935	69,613
1862 - - -	366,349	192,672	109,630	96,522
1863 - - -	418,200	168,338	135,455	95,163
1864 - - -	350,181	190,357	237,998	107,112
1865 - - -	389,890	167,354	329,645	127,317
1866 - - -	564,231	166,113	198,683	169,835
1867 - - -	283,049	228,012	183,132	162,575

England, Scotland, Ireland, and the *United Kingdom,* respectively, &c.—*continued.*

IRELAND.				UNITED KINGDOM.			Year.
Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Rate of Duty per Gallon.	Amount of Duty.	Population.	Number of Gallons of British Spirits charged with Duty for Consumption.	Amount of Duty.	
			£. s. d.			£. s. d.	
6,514,473	7,550,518	2 *s.* 8 *d.*	1,006,735 14 8	27,393,337	23,976,596	6,017,218 7 4	1851
- -	8,208,256	- ,, -	1,094,434 2 8	- -	25,200,379	6,255,708 7 -	1852
- -	8,136,362	2 *s.* 8 *d.*; 3 *s.* 4 *d.*	1,273,151 18 8	- -	25,021,317	6,760,422 6 6	1853
- -	8,440,734	3 *s.* 4 *d.*; 4 *s.*	1,588,745 17 4	- -	25,883,584	7,660,778 9 2	1854
- -	6,228,856	4 *s.*; 6 *s.*; 6 *s.* 2 *d.*	1,633,382 10 2	- -	21,957,275	7,617,550 8 6	1855
- -	6,781,068	6 *s.* 2 *d.*	2,090,829 6 -	- -	23,300,556	8,698,624 10 -	1856
- -	6,920,046	- ,, -	2,133,680 17 -	- -	24,150,433	9,025,835 13 -	1857
- -	6,402,142	6 *s.* 2 *d.*; 8 *s.*	2,281,310 15 6	- -	23,212,612	9,005,498 15 6	1858
- -	5,748,534	8 *s.*	2,299,413 12 -	- -	23,729,026	9,491,610 8 -	1859
- -	4,714,358	8 *s.*; 8 *s.* 1 *d.*; 10 *s.*	2,057,216 17 8	- -	21,338,448	9,461,756 1 4	1860
5,788,415	4,286,598	10 *s.*	2,143,299 - -	28,974,362	19,514,201	9,757,100 10 -	1861
- -	3,977,024	- ,, -	1,988,512 - -	- -	18,836,187	9,418,093 10 -	1862
- -	3,862,937	- ,, -	1,931,468 10 -	- -	19,118,092	9,559,046 - -	1863
- -	4,090,119	- ,, -	2,045,059 10 -	- -	20,202,492	10,101,246 - -	1864
- -	4,374,443	- ,, -	2,187,221 10 -	- -	20,811,155	10,405,577 10 -	1865
- -	5,036,814	- ,, -	2,518,407 - -	- -	22,216,390	11,108,195 - -	1866
- -	4,892,654	- ,, -	2,446,327 - -	- -	21,199,376	10,599,688 - -	1867

each country, less the quantity exported on Drawback. From 1859, inclusive, the number of gallons represents the quantity retained for Home Con-
one part of the kingdom to another, in accordance with the Returns included in the Trade and Navigation Accounts.

- - - - - - - - - - - - SPIRITS.

in each Year, from 1840, and also of the Quantities, methylated Duty free, and on Drawback of the Duty relates to the Inland Revenue Department).

IRELAND.		UNITED KINGDOM.		Year
Number of Gallons of British Spirits methylated under the Act 18 & 19 Vict. c. 38.		Number of Gallons of British Spirits methylated under the Act 18 & 19 Vict. c. 38.		ended 31 December.
Duty Free.	On Drawback.	Duty Free.	On Drawback.	
- - -	- - -	58,168	20,784	3 Months to 31 Dec. 1855.
3,504	1,410	116,816	66,429	1856.
6,331	2,802	151,828	93,616	1857.
9,214	3,539	182,358	125,556	1858.
7,275	4,972	291,818	149,664	1859.
2,120	5,703	350,984	182,184	1860.
3,698	8,080	384,319	184,532	1861.
1,993	2,903	477,972	292,097	1862.
- - -	1,436	553,655	264,937	1863.
40,347	- - -	628,526	297,469	1864.
16,313	- - -	735,848	294,671	1865.
2,215	- - -	765,129	326,948	1866.
- - -	- - -	466,181	390,587	1867.

MALT.

RETURN of the Quantities of MALT charged with DUTY in *England, Scotland, Ireland,* and the *United* in each Year, from 1800 to 1867, inclusive (so far

Year.	ENGLAND.				SCOTLAND.			
	Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel.	Amount of Duty.	Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel.	Amount of Duty.
			s. d.	£. *s. d.*			*s. d.*	£. *s. d.*
1800	- -	14,049,749	1 4½	950,296 18 5	- -	876,598	- 8⅛	29,670 1 11
1801	9,060,993	18,005,786	,,	1,218,455 16 7	1,625,000	607,384	,,	20,560 9 1
1802	- -	29,432,584	1*s.* 4¼*d.*; 2*s.* 5*d.*	2,175,406 18 4	- -	1,716,278	8½*d.*; 1*s.* 8¾*d.*	70,527 - 2
		Stock in hand	- -	466,633 8 7	- -	Stock in hand	- - - -	20,388 17 7
1803	- -	29,562,038	2*s.* 5*d.*	3,555,906 18 -	- -	1,594,284	1*s.* 8¾*d.*	137,878 7 3
							From Barley. / From Bigg.	
							s. d. / *s. d.*	
1804	- -	21,854,111	2*s.* 5*d.*; 4*s.* 5¾*d.*	4,858,056 9 4	- -	1,091,377	3 9½ / 3 1¼	197,586 15 10
		Stock in hand	- -	914,356 - -	- -	Stock in hand	- - / - -	34,808 7 -
1805	- -	21,665,204	4*s.* 5¾*d.*	4,841,066 15 -	- -	1,136,112	,, / ,,	206,935 2 8
1806	- -	26,652,425	,,	5,955,716 - -	- -	1,244,104	,, / ,,	225,642 4 5
1807	- -	24,158,843	,,	5,397,635 6 4	- -	1,259,298	,, / ,,	226,646 16 10
1808	- -	21,726,415	,,	4,854,698 2 4	- -	1,048,946	,, / ,,	189,934 1 9
1809	- -	22,120,984	,,	4,942,771 7 8	- -	772,758	,, / ,,	139,851 15 3
1810	- -	23,546,346	,,	5,261,362 12 -	- -	820,294	,, / ,,	149,205 11 2
1811	10,322,592	25,982,749	,,	5,806,251 15 -	1,824,434	1,012,236	,, / ,,	184,881 12 8
1812	- -	18,092,965	,,	4,042,716 16 4	- -	934,452	,, / ,,	169,870 8 10
1813	- -	21,701,356	,,	4,849,419 5 -	- -	685,244	,, / ,,	123,704 12 3
1814	- -	25,320,615	,,	5,657,228 8 4	- -	1,266,852	,, / ,,	231,775 11 1
1815	- -	26,246,795	,,	5,865,606 18 8	- -	1,297,777	,, / ,,	236,839 2 8
1816	- -	21,158,348	4*s.* 5¾*d.*; 2*s.* 5*d.*	4,217,259 13 1	- -	1,162,024	3 9½ / 3 1¼ 1 8¾ / 1 8¾	164,742 17 1
1817	- -	20,855,566	2*s.* 5*d.*	2,509,817 18 4	- -	1,093,678	1 8¾ / 1 8¾	94,598 16 1
1818	- -	24,629,838	,,	2,964,024 12 10	- -	1,390,515	,, / ,,	120,274 3 11
1819	- -	22,612,290	2*s.* 5*d.*; 3*s.* 7½*d.*	3,268,881 3 2	- -	1,454,320	3 7½ / 3 7¼	179,265 13 -
		Stock in hand	- -	420,263 8 8	- -	Stock in hand	- - / - -	17,739 9 -
1820	- -	23,884,242	3*s.* 7¼*d.*	4,311,446 5 1	- -	1,182,208	,, / 3 7¼ 3 1	212,282 - 10
1821	12,105,614	26,138,437	,,	4,718,360 10 -	2,099,945	1,305,659	,, / 3 1 2 10	231,605 11 9
1822	-	26,688,512	3*s.* 7¼*d.*; 2*s.* 7*d.*	3,624,242 8 -	- -	1,403,177	3 7¼ / 2 10 2 7 / 1 9½ 2 -	183,031 17 11
1823	- -	24,845,152	2*s.* 7*d.*	3,203,502 17 6	- -	1,616,590	2 7 / 2 -	198,695 18 5
1824	- -	27,615,383	,,	3,560,693 - -	- -	2,788,608	,, / ,,	335,505 8 -
1825	- -	29,572,741	,,	3,813,072 7 6	- -	3,925,847	,, / ,,	462,144 6 7
1826	- -	27,335,971	,,	3,530,895 10 8	- -	2,726,555	,, / ,,	335,574 3 8
1827	- -	25,096,337	,,	3,241,610 3 11	- -	2,714,073	,, / ,,	335,488 19 2
1828	- -	30,517,819	,,	3,941,884 19 1	- -	3,867,159	,, / ,,	478,507 15 2
1829	- -	23,428,135	,,	3,026,133 19 6	- -	3,712,963	,, / ,,	457,587 12 1
1830	- -	26,900,902	,,	3,474,699 19 -	- -	4,101,946	,, / ,,	505,651 7 10
1831	13,994,460	32,963,470	,,	4,257,781 12 6	2,373,561	4,186,955	,, / ,,	515,578 11 4
1832	- -	31,669,771	,,	4,090,678 15 4	- -	3,714,334	,, / ,,	458,096 7 7
1833	- -	33,789,010	,,	4,364,413 15 10	- -	4,302,036	,, / ,,	530,357 18 9
1834	- -	34,449,646	,,	4,449,745 18 10	- -	4,491,292	,, / ,,	553,567 19 6
1835	- -	36,078,856	,,	4,660,185 12 8	- -	4,459,553	,, / ,,	551,095 15 4
1836	- -	37,196,997	,,	4,804,612 2 3	- -	4,903,187	,, / ,,	611,910 5 6

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Kingdom respectively, the Rates and Amounts of DUTY, the POPULATION, and the Average Price of BARLEY, as relates to the Inland Revenue Department).

IRELAND.				UNITED KINGDOM.			Year.
Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel.	Amount of Duty.	Population.	Number of Bushels charged with Duty.	Amount of Duty.	
		s. d.	£. *s. d.*			£. *s. d.*	
- -	681,340	1 6¼	52,090 7 5	- -	15,607,687	1,032,057 7 9	1800
5,216,329	1,030,175	- ,, -	78,760 1 1	15,902,322	19,643,345	1,317,776 6 9	1801
- -	3,611,579	- ,, -	276,114 17 6	- -	34,760,441	2,522,048 16 –	1802
- -	- - -	- - -	- - -	- -	Stock in hand -	487,022 6 2	
- -	3,553,762	1*s.* 6¼*d.*; 1*s.* 9¼*d.*	283,583 13 11	- -	34,710,084	3,977,368 19 2	1803
	Stock in hand -	- - -	31,162 1 3	- -	Stock in hand -	31,162 1 3	
- -	2,807,535	1*s.* 9½*d.*; 2*s.* 3½*d.*	270,035 18 6	- -	25,753,023	5,325,679 3 8	1804
- -	Stock in hand -	- - -	28,697 17 2	- -	Stock in hand -	977,862 4 2	
- -	2,766,867	2*s.* 3½*d.*	317,298 19 8	- -	25,568,183	5,365,300 17 4	1805
- -	2,814,418	2*s.* 3½*d.*; 2*s.* 6¾*d.*	334,105 5 10	- -	30,710,947	6,515,463 10 3	1806
	Stock in hand -	- - -	22,219 18 –	- -	Stock in hand -	22,219 18 –	
- -	2,372,293	2*s.* 6¾*d.*	302,280 17 6	- -	27,790,434	5,926,563 – 8	1807
- -	2,597,758	- ,, -	331,009 15 –	- -	25,373,119	5,375,641 19 1	1808
- -	2,958,617	- ,, -	376,990 17 6	- -	25,852,359	5,459,614 – 5	1809
- -	2,522,543	- ,, -	321,425 7 6	- -	26,889,183	5,731,993 10 8	1810
5,956,466	2,681,842	- ,, -	341,723 7 –	18,103,492	29,676,827	6,332,856 14 8	1811
- -	2,206,206	- ,, -	281,117 9 –	- -	21,233,623	4,493,704 14 2	1812
- -	2,967,603	2*s.* 6¾*d.*; 3*s.* 3¾*d.*	428,829 15 –	- -	25,354,203	5,401,953 12 3	1813
	Stock in hand -	- - -	63,406 1 4	- -	Stock in hand -	63,406 1 4	
- -	3,156,175	3*s.* 3¾*d.*	522,812 13 6	-	29,743,642	6,411,816 12 11	1814
- -	2,664,466	3*s.* 3¾*d.*; 4*s.* 5*d.*	482,684 19 –	- -	30,209,038	6,585,131 – 4	1815
	Stock in hand -	- - -	122,233 3 7	- -	Stock in hand -	122,233 3 7	
- -	1,879,721	4*s.* 5*d.*; 2*s.* 4½*d.*	359,808 16 4	- -	24,200,093	4,741,811 6 6	1816
- -	1,385,486	2*s.* 4½*d.*	164,771 9 –	-	23,334,730	2,769,188 3 5	1817
-	1,783,636	- ,, -	211,930 4 8	- -	27,803,989	3,296,229 1 5	1818
- -	1,742,444	- ,, -	207,035 16 6	- -	25,809,054	3,655,182 12 8	1819
- -	- - -	- - -	- - -	- -	Stock in hand -	438,002 17 8	
- -	1,793,671	3*s.* 6¾*d.*	319,683 13 11	- -	26,860,121	4,843,411 19 10	1820
	Stock in hand -	- - -	43,973 18 8	- -	Stock in hand -	43,973 18 8	
6,801,827	1,949,315	- ,, -	347,424 8 4	21,007,386	29,393,411	5,297,390 10 1	1821
- -	1,756,391	3*s.* 6¾*d.*; 2*s.* 7*d.*	275,613 10 –	- -	29,848,080	4,082,887 15 11	1822
- -	1,702,395	2*s.* 7*d.*	217,301 12 6	- -	28,164,137	3,619,500 8 5	1823
- -	2,107,752	- ,, -	276,254 11 11	- -	32,511,743	4,172,452 19 11	1824
- -	2,706,862	- ,, -	356,108 8 5	- -	36,205,450	4,631,325 2 6	1825
- -	2,406,252	- ,, -	310,807 13 7	- -	32,468,778	4,177,277 7 11	1826
- -	1,803,091	- ,, -	232,899 6 1	- -	29,613,501	3,809,998 9 2	1827
- -	2,409,228	- ,, -	311,191 19 –	- -	36,794,206	4,731,584 13 3	1828
- -	2,012,079	- ,, -	259,893 12 6	- -	29,153,177	3,743,615 4 1	1829
		From Barley. / From Bigg.					
		s. d. / *s. d.*					
- -	1,959,606	2 7 / 2 –	251,646 1 11	- -	32,962,454	4,231,997 8 9	1830
7,767,401	2,101,844	,, / ,,	263,307 11 1	24,135,422	39,252,269	5,036,667 14 11	1831
- -	2,006,350	,, / ,,	250,277 10 –	- -	37,390,455	4,799,052 12 11	1832
- -	1,984,849	,, / ,,	245,987 5 –	- -	40,075,895	5,140,758 13 7	1833
- -	2,204,658	,, / ,,	272,291 19 4	- -	41,145,596	5,275,605 17 8	1834
- -	2,353,645	,, / ,,	288,602 14 2	- -	42,892,054	5,499,884 2 2	1835
- -	2,287,535	,, / ,,	283,356 10 8	- -	44,387,719	5,699,878 18 5	1836

RETURN of the Quantities of Malt charged with Duty in *England, Scotland,*

Year.	ENGLAND.				SCOTLAND.				
	Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel.	Amount of Duty.	Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel.		Amount of Duty.
							From Barley.	From Bigg.	
			s. d.	£. *s. d.*			*s. d.*	*s. d.*	£. *s. d.*
1837	- -	33,692,357	2 7	4,351,929 8 3	- -	4,583,446	2 7	2 -	578,567 8 10
1838	- -	33,823,985	„	4,368,931 8 8	- -	4,419,141	„	„	557,913 15 1
1839	- -	33,826,016	„	4,369,193 14 8	- -	4,360,373	„	„	552,108 8 3
1840	- -	36,653,442	„ And 5 per cent. additional from 15 May 1840.	4,841,229 18 -	- -	4,397,304	„ And 5 per cent. additional from 15 May 1840.	„	572,544 12 6
1841	15,929,492	30,956,394	„	4,198,454 16 10	2,621,854	4,058,362	„	„	539,587 10 -
1842	- -	30,796,262	„	4,176,745 13 3	- -	3,786,476	„	„	503,829 2 8
1843	- -	30,891,002	„	4,189,592 - 9	- -	3,618,607	„	„	481,310 11 4
1844	- -	31,856,551	„	4,320,546 8 4	- -	3,889,458	„	„	516,054 16 1
1845	- -	30,508,840	„	4,137,761 5 4	- -	4,353,038	„	„	577,497 14 6
1846	- -	35,723,774	„	4,845,036 11 10	- -	4,584,667	„	„	609,165 13 5
1847	- -	30,269,965	„	4,105,363 12 9	- -	3,650,445	„	„	485,531 15 8
1848	- -	31,848,456	„	4,319,446 9 9	- -	4,026,937	„	„	534,543 9 4
1849	- -	33,161,128	„	4,498,152 2 9	- -	4,197,929	„	„	558,467 3 6
1850	- -	34,423,490	„	4,668,686 3 -	- -	4,639,159	„	„	618,646 10 7
1851	17,982,849	34,638,214	„	4,697,807 10 1	2,896,015	4,102,245	„	„	546,723 1 8
1852	- -	35,483,623	„	4,812,466 2 -	- -	3,931,790	„	„	524,727 19 3
1853	- -	36,245,847	„	4,915,842 16 4	- -	4,163,830	„	„	556,771 19 1
1854	- -	31,868,978	2*s.* 7*d.*, and 5 per cent. additional; 4*s.*	5,219,403 18 1	- -	3,412,950	2*s.* 7*d.*, and 5 per cent. additional; 4*s.*	2*s.*, and 5 per cent. additional; 3*s.* 1*d.*	571,829 16 7
		Stock in hand	- -	881,503 19 11	- -	Stock in hand	- -	- -	35,496 6 4
1855	- -	30,199,820	4*s.*	6,039,942 9 -	- -	2,370,713	4*s.*	3*s.* 1*d.*	466,121 14 -
1856	- -	35,439,475	4*s.*; 2*s.* 7*d.*, and 5 per cent. additional.	6,143,628 3 8	- -	1,062,461	4*s.*; 2*s.* 7*d.*, and 5 per cent. additional.	3*s.* 1*d.*; 2*s.*, and 5 per cent. additional.	179,323 2 -
1857	- -	37,262,564	2*s.* 7*d.*, and 5 per cent. additional.	5,053,734 17 7	- -	1,277,023	2*s.* 7*d.*, and 5 per cent. additional.	2*s.*, and 5 per cent. additional.	171,086 14 10
1858	- -	38,073,109	„	5,163,665 2 9	- -	1,439,873	„	„	193,183 7 11
1859	- -	40,406,447	„	5,480,124 4 5	- -	1,575,507	„	„	211,524 8 9
1860	- -	35,380,344	„	4,798,459 1 10	- -	1,557,195	„	„	209,215 5 8
1861	20,119,314	39,958,082	„	5,419,314 12 4	3,066,633	1,700,977	„	„	229,089 16 -
1862	- -	37,379,253	„	5,069,560 9 9	- -	1,684,202	„	„	226,982 13 6
1863	- -	42,087,482	„	5,708,114 6 1	- -	1,947,414	„	„	262,828 10 10
1864	- -	43,975,530	„	5,964,180 13 1	- -	2,017,242	„	„	272,292 11 5
1865	- -	44,168,628	„	5,990,370 3 4	- -	2,362,909	„	„	319,007 4 8
1866	- -	47,263,665	„	6,410,134 11 8	- -	2,554,288	„	„	345,182 19 3
1867	- -	43,158,542	„	5,853,377 1 10	- -	2,363,448	„	„	319,526 18 2

Note.—Since the 14th August 1855, malt has been made duty free for distillery purposes, under the provisions

Ireland, and the *United Kingdom*, respectively, &c.—*continued.*

IRELAND.					UNITED KINGDOM.			Year.
Population.	Number of Bushels charged with Duty.	Rate of Duty per Bushel. From Barley.	Rate of Duty per Bushel. From Bigg.	Amount of Duty.	Population.	Number of Bushels charged with Duty.	Amount of Duty.	
		s. d.	*s. d.*	£. *s. d.*			£. *s. d.*	
- -	2,275,347	2 7	2 –	286,470 18 9	- -	40,551,149	5,216,066 15 10	1837
- -	2,262,440	,,	,,	284,954 – 5	- -	40,505,566	5,211,709 4 2	1838
- -	1,744,552	,,	,,	218,503 10 9	- -	39,930,941	5,139,805 13 8	1839
- -	1,406,116	,,	,,	178,703 10 8	- -	42,456,862	5,592,478 1 2	1840
		And 5 per cent. additional from 15 May 1840.						
8,199,853	1,149,692	,,	,,	151,210 2 –	26,751,199	36,164,448	4,889,252 8 10	1841
- -	1,268,656	,,	,,	168,009 13 –	- -	35,851,394	4,848,584 8 11	1842
- -	1,184,281	,,	,,	157,048 8 –	- -	35,693,890	4,827,951 – 1	1843
- -	1,441,177	,,	,,	190,461 14 2	- -	37,187,186	5,027,062 18 7	1844
- -	1,684,112	,,	,,	222,700 – 10	- -	36,545,990	4,937,959 – –	1845
- -	1,788,644	,,	,,	236,939 15 –	- -	42,097,085	5,691,142 – 3	1846
- -	1,387,405	,,	,,	184,797 1 11	- -	35,307,815	4,775,692 10 4	1847
- -	1,670,519	,,	,,	222,248 2 2	- -	37,545,912	5,076,238 1 3	1848
- -	1,576,403	,,	,,	210,180 4 10	- -	38,935,460	5,266,799 11 1	1849
- -	1,682,103	,,	,,	224,108 8 5	- -	40,744,752	5,511,441 2 –	1850
6,514,473	1,506,956	,,	,,	212,756 16 10	27,393,337	40,337,415	5,457,287 8 7	1851
- -	1,657,073	,,	,,	221,302 16 4	- -	41,072,486	5,558,496 17 7	1852
- -	1,630,075	,,	,,	217,659 3 10	- -	42,039,752	5,690,273 19 3	1853
- -	1,537,432	2*s.* 7*s.*, and 5 per cent. additional; 4*s.*	2*s.*, and 5 per cent. additional; 3*s.* 1*d.*	251,654 18 7	- -	36,819,360	6,042,888 13 3	1854
- -	Stock in hand	- -	- -	35,693 6 10	- -	Stock in hand	952,693 13 1	
- -	1,317,031	4*s.*	3*s.* 1*d.*	261,012 1 –	- -	33,887,564	6,767,076 4 –	1855
- -	1,478,104	4*s.*; 2*s.* 7*d.*, and 5 per cent. additional.	3*s.* 1*d.*; 2*s.*, and 5 per cent. additional.	249,286 1 2	- -	37,980,040	6,572,237 6 10	1856
- -	1,758,930	2*s.* 7*d.*, and 5 per cent. additional.	2*s.*, and 5 per cent. additional.	237,536 6 11	- -	40,298,517	5,462,357 19 4	1857
- -	2,092,674	,,	,,	282,662 19 3	- -	41,605,656	5,639,511 9 11	1858
- -	2,237,350	,,	,,	302,590 3 4	- -	44,219,304	5,994,238 16 6	1859
- -	2,012,761	,,	,,	272,519 3 11	- -	38,950,300	5,280,193 11 5	1860
5,788,415	2,482,361	,,	,,	336,476 13 1	28,974,362	44,141,420	5,984,881 1 5	1861
- -	2,054,717	,,	,,	278,609 16 10	- -	41,118,172	5,575,153 – 1	1862
- -	2,234,947	,,	,,	302,784 16 8	- -	46,269,843	6,273,727 13 8	1863
- -	2,551,350	,,	,,	345,889 2 10	- -	48,544,122	6,582,362 7 5	1864
- -	2,414,960	,,	,,	327,311 17 –	- -	48,946,497	6,636,689 5 1	1865
- -	2,463,269	,,	,,	333,930 6 6	- -	52,281,222	7,089,247 17 6	1866
- -	2,369,825	,,	,,	321,313 12 5	- -	47,891,815	6,494,217 12 5	1867

of the Act 18 & 19 Vict. c. 94. The greater portion of the malt made in Scotland is so used.

RETURN of the Quantities of MALT made DUTY-FREE for DISTILLATION, EXPORTATION, or in each Year

YEAR.	ENGLAND.				SCOTLAND.		
	Number of Bushels of Malt made Duty free for		Number of Bushels of Malt Exported on Drawback.	Number of Barrels of Beer Exported on Drawback.	Number of Bushels of Malt made Duty free for Distillation and Exportation, 18 & 19 Vict. c. 94.	Number of Bushels of Malt Exported on Drawback.	Number of Barrels of Beer Exported on Drawback.
	Distillation and Exportation, 18 & 19 Vict. c. 94.	Cattle Feeding, 27 Vict. c. 9.					
1830	-	-	-	60,876	-	-	2,893
1831	-	-	-	59,762	-	-	2,850 (estimated.)
1832	-	-	-	65,604	-	-	2,854
1833	-	-	-	75,735	-	-	2,889
1834	-	-	-	64,466	-	-	5,401
1835	-	-	-	79,290	-	-	3,996
1836	-	-	-	90,818	-	-	6,170
1837	-	-	-	94,938	-	-	8,209
1838	-	-	-	109,586	-	-	9,668
1839	-	-	-	136,955	-	-	14,820
1840	-	-	-	156,275	-	-	15,263
1841	-	-	-	148,164	-	-	17,055
1842	-	-	-	125,121	-	-	16,334
1843	-	-	-	127,061	-	-	17,815
1844	-	-	-	149,576	-	-	19,648
1845	-	-	-	143,538	-	-	17.629
1846	-	-	-	119,908	-	-	14,504
1847	-	-	-	115,391	-	-	14,244
1848	-	-	-	121,630	-	-	14,830
1849	-	-	-	110,480	-	-	16,710
1850	-	-	-	156,167	-	-	18,780
1851	-	-	-	155,311	-	-	24,276
1852	-	-	-	203,471	-	-	25,039
1853	-	-	47,570	360,163	-	-	36,790
1854	-	-	5,388	354,430	-	1,439	36,146
1855	3 months to 31 Dec. 216,092	-	4,256	347,918	3 months to 31 Dec. 920,376	852	33,383
1856	665,784	-	9,614	372,720	3,289,550	-	36,647
1857	738,309	-	-	410,728	3,984,745	-	38,504
1858	544,997	-	-	484,069	3,700,319	-	45,030
1859	546,743	-	-	562,731	3,993,451	-	52,097
1860	527,274	-	62,864	558,906	3,537,504	-	46,648
1861	595,040	-	159,900	318,114	2,802,699	1,047	49,030
1862	402,530	-	165,332	407,507	3,239,080	21,124	53,300
1863	601,867	-	262,263	486,247	3,589,674	18,154	62,540
1864	586,798	-	184,459	426,510	3,655,897	19,687	65,457
1865	523,156	55,321	225,917	528,709	3,503,603	16,827	67,018
1866	500,638	12,131	461,374	546,058	3,193,366	22,586	76,060
1867	482,349	2,169	276,592	457,433	3,066,145	6,335	80,712

Note.—There has not been any malt made duty free for cattle feeding

Inland Revenue Office,
30 November 1868.

CATTLE-FEEDING, and the Quantities of MALT and BEER respectively exported on DRAWBACK from 1830.

IRELAND.			UNITED KINGDOM.				YEAR.
Number of Bushels of Malt made Duty free for Distillation and Exportation, 18 & 19 Vict. c. 94.	Number of Bushels of Malt Exported on Drawback.	Number of Barrels of Beer Exported on Drawback.	Number of Bushels of Malt made Duty free for Distillation and Exportation, 18 & 19 Vict. c. 94.	Number of Bushels of Malt made Duty free for Cattle-Feeding, 27 Vict. c. 9.	Number of Bushels of Malt Exported on Drawback.	Number of Barrels of Beer Exported on Drawback.	
- - -	- - -	2,638	- - -	- - -	- - -	66,407	1830
- - -	- - -	2,300 (estimated.)	- - -	- - -	- - -	64,912 (estimated.)	1831
- - -	- - -	2,024	- - -	- - -	- - -	70,482	1832
- - -	- - -	2,464	- - -	- - -	- - -	81,088	1833
- - -	- - -	1,551	- - -	- - -	- - -	71,418	1834
- - -	- - -	1,814	- - -	- - -	- - -	85,100	1835
- - -	- - -	2,495	- - -	- - -	- - -	99,483	1836
- - -	- - -	2,259	- - -	- - -	- - -	105,406	1837
- - -	- - -	2,893	- - -	- - -	- - -	122,147	1838
- - -	- - -	1,856	- - -	- - -	- - -	153,631	1839
- - -	- - -	2,743	- - -	- - -	- - -	174,281	1840
- - -	- - -	1,753	- - -	- - -	- - -	166,972	1841
- - -	- - -	2,096	- - -	- - -	- - -	143,551	1842
- - -	- - -	1,745	- - -	- - -	- - -	146,621	1843
- - -	- - -	2,703	- - -	- - -	- - -	171,927	1844
- - -	- - -	3,985	- - -	- - -	- - -	165,152	1845
- - -	- - -	2,858	- - -	- - -	- - -	137,270	1846
- - -	- - -	2,742	- - -	- - -	- - -	132,377	1847
- - -	- - -	1,960	- -	- - -	- - -	138,420	1848
- - -	- - -	2,437	- - -	- - -	- - -	129,627	1849
- - -	- - -	3,045	- - -	- - -	- - -	177,992	1850
- - -	- - -	2,741	- - -	- - -	- - -	182,328	1851
- - -	- - -	3,855	- - -	- - -	- - -	232,365	1852
- - -	- - -	4,341	- - -	- - -	47,570	401,294	1853
- - -	- - -	2,744	- - -	- - -	6,827	393,320	1854
3 months to 31 Dec. 359,429	- - -	4,265	3 months to 31 Dec. 1,495,897	- - -	5,108	385,566	1855
956,813	- - -	2,730	4,912,147	- - -	9,614	412,097	1856
945,894	- - -	4,257	5,668,948	- - -	- - -	453,493	1857
804,005	838	6,175	5,049,321	- - -	838	535,274	1858
748,234	- - -	5,723	5,288,428	- - -	- - -	620,551	1859
533,858	- - -	6,268	4,598,636	- - -	62,864	611,822	1860
395,453	3,700	2,987	3,793,192	- - -	164,647	370,131	1861
428,273	- - -	2,731	4,069,883	- - -	186,456	463,538	1862
488,288	- - -	2,827	4,679,829	- - -	280,417	551,614	1863
594,742	- - -	2,140	4,837,742	- - -	204,146	494,107	1864
634,528	- - -	3,027	4,661,287	55,321	242,744	598,754	1865
641,965	- - -	2,689	4,335,969	12,131	483,960	624,807	1866
671,037	- - -	3,634	4,219,531	2,169	282,927	541,779	1867

in Scotland or Ireland under the provisions of the Act 27 Vict. c. 9.

Fred. Gripper,
Accountant and Comptroller General.

RETURNS FROM THE CUSTOMS DEPARTMENT.

FOREIGN SPIRITS. - - - - - - - -

RETURN of the Quantities of FOREIGN SPIRITS charged with DUTY for CONSUMPTION in *England*, Population in each Census Year

YEARS.	ENGLAND.				SCOTLAND.			
	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.
			Brandy. s. d. / Geneva. s. d.	£.				£.
1800	- -	1,696,418	11 3¾ / 11 2½	911,322	- -	114,097	- -	63,128
1801	9,060,993	1,907,224	11 1 / 11 1	1,085,804	1,625,000	285,322	- -	161,642
1802	- -	1,982,790	11 4¾ / 11 3½	1,113,304	- -	356,157	- -	197,859
1803	- -	2,104,319	16 7¼ / 16 6	1,185,303	- -	198,660	- -	114,710
1804	- -	1,308,115	16 9¼ / 16 7¾	1,083,070	- -	30,748	- -	25,411
1805	- -	1,587,427	16 9¾ / 16 8	1,329,100	- -	71,741	- -	60,965
1806	- -	1,932,383	16 11 / 16 9½	1,634,516	- -	100,778	- -	85,975
1807	- -	1,704,882	19 11 / 19 9¼	1,509,970	- -	129,058	- -	112,993
1808	- -	2,183,135	19 11 / 19 9¼	2,131,358	- -	115,762	- -	113,470
			£. s. d.					
1809	- -	940,292	- 19 11½	1,022,008	- -	36,551	- -	36,296
1810	- -	1,717,531	- „ -	1,724,370	- -	70,848	- -	71,398
1811	10,322,592	1,055,032	- „ -	1,018,116	1,824,434	52,857	- -	53,490
1812	- -	175,531	1 4 9¼	228,511	- -	11,882	- -	13,596
1813	- -	234,086	1 *l.* 5 *s.* 1¼ *d.*, and 1 *l.* 2 *s.* 6¾ *d.*	308,628	- -	5,122	- -	6,138
1814	- -	616,393	1 2 6¾	712,555	- -	33,501	- -	37,060
1815	- -	740,205	- „ -	833,788	- -	40,858	- -	46,728
1816	- -	728,580	- „ -	822,517	- -	32,455	- -	36,755
1817	- -	704,230	- „ -	795,851	- -	35,270	- -	39,721
1818	- -	611,269	- „ -	689,285	- -	33,568	Same as in England.	37,805
1819	- -	852,014	1 2 7½	962,059	- -	37,931		42,812
1820	- -	916,165	- „ -	1,035,240	- -	31,767	- -	35,940
1821	12,105,614	969,474	- „ -	1,096,211	2,099,945	34,601	- -	39,083
1822	- -	1,054,540	- „ -	1,192,830	- -	35,739	- -	39,568
1823	- -	1,131,099	- „ -	1,279,427	- -	34,297	- -	38,788
1824	- -	1,268,609	- „ -	1,434,346	- -	47,710	- -	53,948
1825	- -	1,348,482	- „ -	1,520,278	- -	50,554	- -	63,954
			Brandy, Geneva, &c.					
1826	- -	1,498,230	1 2 6	1,664,622	- -	42,092	- -	47,432
1827	- -	1,321,221	- „ -	1,480,409	- -	42,756	- -	48,297
1828	- -	1,325,151	- „ -	1,488,320	- -	45,749	- -	50,906
1829	- -	1,275,071	- „ -	1,431,653	- -	43,228	- -	47,985
1830	- -	1,267,397	- „ -	1,422,730	- -	38,966	- -	43,393
1831	13,994,460	1,217,971	- „ -	1,368,176	2,373,561	39,744	- -	44,526
1832	- -	1,530,988	- „ -	1,721,693	- -	69,236	- -	77,463
1833	- -	1,319,837	- „ -	1,483,868	- -	46,696	- -	52,029
1834	- -	1,347,436	- „ -	1,514,375	- -	44,748	- -	49,599
1835	- -	1,286,107	- „ -	1,439,551	- -	40,980	- -	45,696
1836	- -	1,230,651	- „ -	1,378,687	- -	41,903	- -	46,858
1837	- -	1,184,368	- „ -	1,328,254	- -	37,136	- -	41,304
1838	- -	1,176,252	- „ -	1,320,852	- -	38,084	- -	42,727

RETURNS FROM THE CUSTOMS DEPARTMENT.

- - - - - - - - FOREIGN SPIRITS.

Scotland, Ireland, and the *United Kingdom* respectively, with the Rates and Amounts of Duty, and the from 1800 to 1867, inclusive.

IRELAND.				UNITED KINGDOM.			
Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Amount of Duty.	YEARS.
		Brandy. / Geneva.	£.			£.	
		s. d. / *s. d.*					
- -	170,412	7 $2\frac{1}{4}$ / 7 $2\frac{1}{4}$	68,478	- -	1,980,927	1,042,928	1800
5,216,329	306,945	8 $7\frac{1}{4}$ / 8 $7\frac{1}{4}$	135,772	15,902,322	2,499,491	1,382,718	1801
- -	92,630	8 $10\frac{3}{4}$ / 8 $10\frac{3}{4}$	47,388	- -	2,431,577	1 358,551	1802
- -	36,293	10 $8\frac{1}{4}$ / 10 $8\frac{1}{4}$	19,737	- -	2,339,272	1,319,750	1803
- -	22,590	11 7 / 11 6	13,921	- -	1,361,453	1,122,402	1804
- -	25,675	11 7 / 11 6	14,825	- -	1,684,843	1,404,890	1805
- -	23,335	11 7 / 11 6	13,625	- -	2,056,496	1,734,116	1806
- -	17,767	11 7 / 11 6	10,248	- -	1,851,707	1,633,211	1807
- -	35,026	12 $7\frac{1}{2}$ / 12 $6\frac{1}{4}$	21,521	- -	2,333,923	2,266,349	1808
- -	69,155	„ / „	48,946	- -	1,045,998	1,107,250	1809
- -	22,083	„ / „	15,318	- -	1,810,462	1,811,086	1810
5,956,466	4,257	„ / „	2,884	18,103,492	1,112,146	1,074,490	1811
- -	8,280	„ / „	4,758	- -	195,693	246,865	1812
- -	11,481	15 $9\frac{1}{2}$ / 15 $8\frac{1}{2}$	8,291	- -	250,689	323,047	1813
		£. *s.* *d.*					
- -	13,238	– 17 $3\frac{2}{3}$	12,201	- -	663,132	761,816	1814
- -	9,603	- „ -	8,732	- -	790,669	889,248	1815
- -	6,580	- „ -	5,485	- -	767,615	864,757	1816
- -	6,048	- „ -	5,261	- -	745,548	840,833	1817
- -	9,264	- „ -	8,060	- -	654,101	735,150	1818
- -	10,204	- „ -	8,886	- -	900,149	1,013,757	1819
- -	9,408	- „ -	8,163	- -	957,340	1,079,343	1820
6,801,827	9,325	- „ -	8,114	21,007,386	1,013,400	1,143,408	1821
- -	10,225	- „ -	8,938	- -	1,100,504	1,241,336	1822
- -	25,282	1 2 $7\frac{1}{2}$	21,351	- -	1,190,678	1,339,566	1823
- -	1,352	- „ -	1,620	- -	1,317,671	1,489,914	1824
- -	4,550	- „ -	5,183	- -	1,409,586	1,589,415	1825
		Brandy, Geneva, &c.					
- -	9,452	1 2 6	10,617	- -	1,549,774	1,722,671	1826
- -	9,179	- „ -	10,380	- -	1,373,156	1,539,086	1827
- -	9,779	- „ -	11,131	- -	1,380,679	1,550,357	1828
- -	10,374	- „ -	11,759	- -	1,328,673	1,491,397	1829
- -	10,407	- „ -	11,564	- -	1,316,770	1,477,687	1830
7,767,401	10,483	- „ -	11,865	24,135,422	1,268,198	1,424,567	1831
- -	33,413	- „ -	37,518	- -	1,633,637	1,836,674	1832
- -	21,262	- „ -	23,963	- -	1,387,795	1,559,860	1833
- -	27,988	- „ -	31,555	- -	1,420,172	1,595,529	1834
- -	21,653	- „ -	24,418	- -	1,348,740	1,509,665	1835
- -	19,717	- „ -	22,210	- -	1,292,271	1,447,755	1836
- -	18,706	- „ -	20,991	- -	1,240,210	1,390,549	1837
- -	18,238	- „ -	20,577	- -	1,232,574	1,384,156	1838

RETURN of the Quantities of Foreign Spirits charged with Duty for Consumption

YEARS.	ENGLAND.				SCOTLAND.			
	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.
			Brandy, Geneva, &c. £. s. d.	£.				£.
1839	- -	1,140,111	1 2 6	1,277,166	- -	37,906	- -	42,527
1840	- -	1,080,978	1 2 10	1,228,112	- -	35,950	- -	40,638
1841	15,929,492	1,127,849	- „ -	1,287,641	2,621,854	40,291	- -	45,878
1842	- -	1,049,211	- „ -	1,197,694	- -	35,976	- -	40,950
1843	- -	1,006,105	- „ -	1,148,971	- -	35,327	- -	40,260
1844	- -	990,485	- „ -	1,131,277	- -	36,050	- -	41,047
1845	- -	1,019,515	- „ -	1,164,153	- -	41,181	- -	46,936
1846	- -	1,467,769	- 15 -	1,131,634	- -	65,414	- -	50,239
1847	- -	1,467,744	- „ -	1,102,927	- -	72,568	- -	54,492
1848	- -	1,526,456	- „ -	1,141,698	- -	83,796	- -	62,927
1849	- -	2,037,458	- „ -	1,529,958	- -	118,523	- -	88,310
1850	- -	1,767,969	- „ -	1,329,204	- -	87,975	- -	65,561
1851	17,982,849	1,778,550	- „ -	1,335,687	2,896,015	80,301	- -	59,891
1852	- -	1,835,989	- „ -	1,380,091	- -	83,909	Same as in England.	62,676
1853	- -	1,768,049	- „ -	1,329,739	- -	91,690		68,550
1854	- -	1,740,587	- „ -	1,307,336	- -	107,044	- -	80,098
1855	- -	1,438,986	- „ -	1,080,697	- -	77,508	- -	58,037
1856	- -	1,442,807	- „ -	1,083,999	- -	81,546	- -	61,180
1857	- -	1,201,791	- „ -	904,306	- -	79,980	- -	59,967
1858	- -	1,042,265	- „ -	782,852	- -	65,706	- -	49,253
1859	- -	1,217,694	- „ -	915,586	- -	77,994	- -	58,510
1860	- -	1,548,556	- 8 6 and - 10 5	758,019	- -	155,904	- -	73,666
1861	20,119,314	1,516,050	- 10 5	793,322	3,066,633	120,514	- -	62,892
1862	- -	1,643,508	- „ -	860,102	- -	124,771	- -	65,219
1863	- -	1,891,961	- „ -	990,044	- -	148,185	- -	77,324
1864	- -	2,259,269	- „ -	1,181,767	- -	179,001	- -	93,433
1865	- -	2,645,304	- „ -	1,383,037	- -	219,437	- -	114,486
1866	- -	3,104,392	- „ -	1,622,544	- -	337,420	- -	175,934
1867	- -	3,300,105	- „ -	1,724,716	- -	475,257	- -	247,817

Office of the Inspector General of Imports and Exports, Custom House, London, 24 August 1868.

in *England, Ireland, Scotland,* and the *United Kingdom* respectively, &c.—*continued.*

IRELAND.				UNITED KINGDOM.			
Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Foreign Spirits charged with Duty for Consumption.	Amount of Duty.	YEARS.
		Brandy, Geneva, &c.					
		£. s. d.	£.			£.	
- -	17,137	1 2 6	19,303	- -	1,195,154	1,338,996	1839
- -	14,522	1 2 10	16,579	- -	1,131,450	1,285,329	1840
8,199,853	17,964	- „ -	20,560	26,751,199	1,186,104	1,354,079	1841
- -	18,081	- „ -	20,660	- -	1,103,268	1,259,304	1842
- -	16,810	- „ -	19,260	- -	1,058,242	1,208,491	1843
- -	17,479	- „ -	20,018	- -	1,044,014	1,192,342	1844
- -	20,058	- „	22,951	- -	1,080,754	1,234,040	1845
- -	28,446	- 15 -	22,047	- -	1,561,629	1,203,920	1846
- -	33,756	- „ -	25,368	- -	1,574,068	1,182,787	1847
- -	38,132	- „ -	28,628	- -	1,648,384	1,233,253	1848
- -	73,082	- „ -	54,979	- -	2,229,063	1,673,247	1849
- -	47,168	- „ -	35,533	- -	1,903,112	1,430,298	1850
6,514,473	44,352	- „ -	33,392	27,393,337	1,903,203	1,428,970	1851
- -	46,678	- „ -	35,138	- -	1,966,576	1,477,905	1852
- -	50,420	- „ -	37,950	- -	1,910,159	1,436,239	1853
- -	53,918	- „ -	40,504	- -	1,901,549	1,427,938	1854
- -	48,618	- „ -	36,541	- -	1,565,112	1,175,275	1855
- -	55,550	- „ -	41,502	- -	1,579,903	1,186,681	1856
- -	53,669	- „ -	39,286	- -	1,335,440	1,003,559	1857
- -	47,303	- „ -	35,355	- -	1,155,274	867,460	1858
- -	61,821	- „ -	46,318	- -	1,357,509	1,020,414	1859
- -	88,662	- 8 6 and - 10 5	43,251	- -	1,793,122	874,936	1860
5,788,415	105,323	- 10 5	54,933	28,974,362	1,741,887	911,147	1861
- -	105,608	- „ -	55,062	- -	1,873,887	980,383	1862
- -	115,067	- „ -	59,981	- -	2,155,213	1,127,349	1863
- -	130,156	- „ -	67,881	- -	2,568,426	1,343,081	1864
- -	169,627	- „ -	88,481	- -	3,034,368	1,586,004	1865
- -	228,538	- „ -	119,150	- -	3,670,350	1,917,628	1866
- -	249,015	- „ -	129,795	- -	4,024,377	2,102,328	1867

Edward Bernard,
Inspector General.

COLONIAL SPIRITS. - - - - - - - -

RETURN of the Quantities of Colonial Spirits (Rum) charged with Duty for Consumption in and the Population in each Census

YEARS.	ENGLAND.				SCOTLAND.			
	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.
			£. s. d.	£.			£. s. d.	£.
1800	- -	1,945,266	- 9 -½	817,193	- -	239,913	- 9 -½	103,634
1801	9,060,993	1,687,839	- 8 10¼	794,393	1,625,000	349,237	- 8 10¼	160,784
1802	- -	2,204,897	- 9 -¾	1,012,127	- -	468,163	- 9 -¾	210,863
1803	- -	2,573,602	- 13 4¼	1,173,692	- -	379,043	- 13 4¼	195,179
1804	- -	1,508,899	- 13 5¼	969,079	- -	124,548	- 13 5¼	85,556
1805	- -	1,696,384	- 13 5½	1,119,600	- -	153,635	- 13 5½	104,170
1806	- -	1,857,321	- 13 6½	1,249,644	- -	188,811	- 13 6½	124,342
1807	- -	1,999,783	- „ -	1,345,273	- -	226,296	„	151,541
1808	- -	2,174,751	- „ -	1,476,234	- -	239,263	„	161,242
1809	- -	2,260,625	- 13 7¾	1,536,658	- -	289,325	- 13 7¾	195,416
1810	- -	2,703,718	- „ -	1,827,013	- -	330,560	„	228,157
1811	10,322,592	2,711,945	- „ -	1,847,639	1,824,434	300,306	„	202,522
1812	- -	3,205,465	- „ -	2,166,136	- -	286,569	„	193,202
1813	- -	3,044,680	- 13 10½	2,103,663	- -	241,686	- 13 10½	162,973
1814	- -	3,332,188	- „ -	2,321,523	- -	280,493	„	192,055
1815	- -	3,019,204	- „ -	2,047,709	- -	281,748	„	192,764
1816	- -	2,221,533	- „ -	1,507,385	- -	185,874	„	129,002
1817	- -	2,179,213	- „ -	1,484,500	- -	198,412	„	134,926
1818	- -	2,406,266	- „ -	1,636,252	- -	203,951	„	139,462
1819	- -	2,390,193	- 13 11½	1,628,399	- -	148,955	- 13 11½	102,048
1820	- -	2,325,733	- „ -	1,586,332	- -	142,997	„	98,094
1821	12,105,614	2,166,441	- „ -	1,481,560	2,099,945	138,189	„	94,817
1822	- -	2,100,925	- „ -	1,431,891	- -	130,879	„	84,755
1823	- -	2,222,923	- „ -	1,516,223	- -	108,562	„	74,444
1824	- -	2,407,207	- 12 7⅕	1,515,773	- -	134,986	- 12 7⅕	85,055
1825	- -	1,980,807	- „ -	1,214,477	- -	104,752	„	63,837
1826	- -	3,982,053	- 8 6	1,691,597	- -	295,505	- 8 6	125,511
1827	- -	3,080,152	- „ -	1,308,132	- -	185,214	„	78,594
1828	- -	3,064,856	- „ -	1,302,094	- -	188,089	„	79,931
1829	- -	3,202,143	- „ -	1,360,958	- -	152,461	„	64,789
1830	- -	3,503,144	- 9 -	1,531,821	- -	136,520	- 9 -	60,017
1831	13,994,460	3,479,911	- „ -	1,564,775	2,373,561	125,702	„	56,566
1832	- -	3,401,349	- „ -	1,529,723	- -	112,026	„	50,408
1833	- -	3,344,948	- „ -	1,504,537	- -	124,357	„	55,961
1834	- -	3,206,650	- „ -	1,442,816	- -	111,169	„	50,027
1835	- -	3,285,473	- „ -	1,478,521	- -	105,198	„	47,340
1836	- -	3,194,892	- „ -	1,437,719	- -	104,882	„	47,198
1837	- -	3,079,778	- „ -	1,385,910	- -	83,804	„	37,720
1838	- -	3,029,490	- „ -	1,363,290	- -	86,460	„	38,912

COLONIAL SPIRITS.

England, Scotland, Ireland, and the *United Kingdom* respectively, with the Rates, and Amounts of Duty, Year from 1800 to 1867 inclusive.

IRELAND.				UNITED KINGDOM.			YEARS.
Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Amount of Duty.	
		£. s. d.	£.			£.	
- -	864,411	- 6 8¾	263,355	- -	3,049,590	1,184,182	1800
5,216,329	1,057,316	- „ -	347,455	15,902,322	3,094,392	1,302,632	1801
- -	637,005	- 6 11¼	206,861	- -	3,310,065	1,429,851	1802
- -	259,966	- 8 6¼	88,140	- -	3,212,611	1,457,011	1803
- -	180,289	- 9 2¾	69,292	- -	1,813,736	1,123,927	1804
- -	123,049	- „ -	56,401	- -	1,973,068	1,280,171	1805
- -	160,148	- „ -	72,616	- -	2,206,280	1,446,602	1806
- -	210,822	- „ -	96,777	- -	2,436,901	1,593,591	1807
-	343,333	- 10 3½	161,786	- -	2,757,347	1,799,262	1808
-	1,063,661	- „ -	546,747	- -	3,613,611	2,278,821	1809
- -	336,658	- „ -	172,425	- -	3,370,936	2,227,595	1810
5,956,466	150,290	- „ -	77,378	18,103,492	3,162,541	2,127,539	1811
- -	283,135	- „ -	149,818	- -	3,775,169	2,509,156	1812
- -	463,008	- 12 10¼	251,640	- -	3,749,374	2,518,276	1813
- -	91,154	- 12 8¾	58,060	- -	3,703,835	2,571,638	1814
- -	64,833	- „	41,295	- -	3,365,785	2,281,768	1815
- -	21,543	- „ -	12,171	- -	2,428,950	1,648,558	1816
- -	30,686	- „ -	19,423	- -	2,408,311	1,638,849	1817
- -	21,366	- „	13,588	- -	2,631,583	1,789,302	1818
- -	25,735	- „ -	16,290	- -	2,564,883	1,746,737	1819
- -	20,390	- „ -	12,981	- -	2,489,120	1,697,407	1820
6,801,827	19,685	- „ -	12,538	21,007,386	2,324,315	1,588,915	1821
- -	15,035	- „ -	9,557	- -	2,246,839	1,526,203	1822
- -	18,175	- 13 11½	11,534	- -	2,349,660	1,602,201	1823
- -	9,453	- 12 7⅕	6,097	- -	2,551,946	1,606,925	1824
- -	10,128	- „ -	6,314	- -	2,095,687	1,284,628	1825
- -	27,758	- 8 6	11,770	- -	4,305,316	1,828,878	1826
- -	23,240	- „ -	9,850	- -	3,288,606	1,396,576	1827
- -	24,708	- „ -	10,529	- -	3,277,653	1,392,554	1828
- -	21,262	- „ -	9,036	- -	3,375,866	1,434,788	1829
- -	19,294	- 9 -	8,493	- -	3,658,958	1,600,331	1830
7,767,401	18,984	- „ -	8,540	24,135,422	3,624,597	1,629,881	1831
- -	24,432	- „ -	10,978	- -	3,537,807	1,591,109	1832
- -	22,888	- „ -	10,299	- -	3,492,193	1,570,797	1833
- -	27,358	- „ -	12,297	- -	3,345,177	1,505,140	1834
- -	26,295	- „ -	11,833	- -	3,416,966	1,537,694	1835
- -	24,975	- „ -	11,239	- -	3,324,749	1,496,156	1836
- -	20,673	- „ -	9,299	- -	3,184,255	1,432,929	1837
- -	19,701	- „ -	8,865	- -	3,135,651	1,411,067	1838

RETURN of the Quantities of Colonial Spirits (Rum) charged with Duty for Consumption

YEARS.	ENGLAND.				SCOTLAND.			
	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.
			£. s. d.	£.			£. s. d.	£.
1839	- -	2,739,263	- 9 -	1,232,677	- -	75,337	- 9 -	33,902
1840	- -	2,445,221	- 9 4	1,124,438	- -	55,408	- 9 4	25,496
1841	15,929,492	2,217,073	- „ -	1,034,671	2,621,854	48,523	„	22,644
1842	- -	2,050,331	- „ -	956,827	- -	35,951	„	16,781
1843	- -	2,055,594	- „ -	959,448	- -	36,493	„	17,030
1844	- -	2,143,865	- „ -	1,000,527	- -	42,092	„	19,643
1845	- -	2,412,099	- „ -	1,125,691	- -	43,297	„	20,208
1846	- -	2,619,839	- 8 10	1,190,496	- -	49,264	- 8 10	22,387
1847	- -	2,769,662	- 8 7	1,200,097	- -	382,873	- 4 5	85,445
1848	- -	2,576,700	- 8 2	1,077,574	- -	238,747	- 4 -	49,606
1849	- -	2,607,353	- „ -	1,063,550	- -	250,115	„	50,013
1850	- -	2,534,544	- „ -	1,034,735	- -	201,225	„	40,249
1851	17,982,849	2,542,395	- „ -	1,038,204	2,896,015	179,883	„	35,981
1852	- -	2,553,427	- „ -	1,042,572	- -	181,538	„	26,300
1853	- -	2,902,002	- „ -	1,185,028	- -	169,190	- 5 -	40,085
1854	- -	2,959,275	- „ -	1,208,469	- -	148,536	- 6 - and - 6 4	43,722
1855	- -	3,018,469	- „ -	1,232,654	- -	114,640	- 8 2	42,729
1856	- -	3,177,928	- „ -	1,297,786	- -	145,158	„	59,288
1857	- -	3,158,302	- „ -	1,289,654	- -	141,555	„	57,804
1858	- -	3,198,236	- „ -	1,306,071	- -	141,727	„	57,880
1859	- -	3,331,975	- „ -	1,360,744	- -	156,714	„	64,123
1860	- -	3,481,286	- 8 3 and - 10 2	1,578,778	- -	163,150	- 8 3 and - 10 2	75,249
1861	20,119,314	3,226,362	- 10 2	1,640,385	3,066,633	152,801	- 10 2	77,822
1862	- -	3,086,641	- „ -	1,569,562	- -	165,031	„	84,184
1863	- -	3,165,446	- „ -	1,608,878	- -	184,980	„	94,270
1864	- -	3,457,221	- „ -	1,757,105	- -	202,492	„	103,073
1865	- -	3,414,781	- „ -	1,735,497	- -	203,073	„	103,222
1866	- -	3,777,404	- „ -	1,920,019	- -	252,259	„	128,242
1867	- -	3,863,247	- „ -	1,962,420	- -	345,152	„	175,450

Office of the Inspector General of Imports and Exports, Custom House, London, 24 August 1868.

in *England, Scotland, Ireland,* and the *United Kingdom* respectively, &c.—*continued.*

IRELAND.				UNITED KINGDOM.			
Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Rates of Duty per Gallon.	Amount of Duty.	Population.	Number of Imperial Gallons of Colonial Spirits (Rum) charged with Duty for Consumption.	Amount of Duty.	YEARS.
		£. s. d.	£.			£.	
- -	15,663	- 9 -	7,048	- -	2,830,263	1,273,627	1839
- -	12,331	- 9 4	5,679	- -	2,512,960	1,155,613	1840
8,199,853	12,374	- „ -	5,772	26,751,199	2,277,970	1,063,087	1841
- -	11,465	- „ -	5,351	- -	2,097,747	978,959	1842
- -	11,628	- „ -	5,427	- -	2,103,715	981,905	1843
- -	12,635	- „ -	5,897	- -	2,198,592	1,026,067	1844
- -	13,739	- „ -	6,411	- -	2,469,135	1,152,310	1845
- -	14,598	- 8 10	6,650	- -	2,683,701	1,219,533	1846
- -	176,450	- 3 5	30,598	- -	3,328,985	1,316,140	1847
- -	171,532	- 3 -	27,101	- -	2,986,979	1,154,281	1848
- -	182,394	- „ -	27,368	- -	3,039,862	1,140,931	1849
- -	166,295	- „ -	24,966	- -	2,902,064	1,099,950	1850
6,514,473	158,147	- „ -	23,745	27,393,337	2,880,425	1,097,930	1851
- -	164,719	- „ -	24,712	- -	2,899,684	1,103,584	1852
- -	161,265	- 3 8	27,890	- -	3,232,457	1,253,003	1853
- -	118,783	- 4 4	24,342	- -	3,226,594	1,276,533	1854
- -	90,466	- 6 4	25,068	- -	3,223,575	1,300,451	1855
- -	100,320	- „ -	31,775	- -	3,423,406	1,388,849	1856
- -	96,680	- „ -	30,621	- -	3,396,537	1,378,079	1857
- -	87,076	- 8 2	32,142	- -	3,427,039	1,396,093	1858
- -	86,450	- „ -	35,307	- -	3,575,139	1,460,174	1859
- -	84,365	- 8 3 and - 10 2	38,146	- -	3,728,801	1,692,173	1860
5,788,415	72,221	- 10 2	36,730	28,974,362	3,451,384	1,754,937	1861
- -	68,082	- „ -	34,629	- -	3,319,754	1,688,375	1862
- -	68,618	- „ -	34,874	- -	3,419,044	1,738,022	1863
- -	70,132	- „ -	35,655	- -	3,729,845	1,895,833	1864
- -	80,484	- „ -	40,913	- -	3,698,338	1,879,632	1865
- -	97,457	- „ -	49,542	- -	4,127,120	2,097,803	1866
- -	106,379	- „ -	54,079	- -	4,314,778	2,191,949	1867

Edward Bernard, Inspector General.

SPIRITS AND MALT.

RETURN of the Quantities of British Spirits charged with Duty for Consumption in *England, Scotland, Ireland,* and the *United Kingdom* respectively, with the Rates and Amounts of Duty, and the Population in each Census Year from 1800 to 1867 inclusive; like Returns for Foreign Spirits and Colonial Spirits; Returns of the Quantities of British Spirits Exported to Foreign Parts from the *United Kingdom* in each Year since 1840; and of the Quantities of Malt charged with Duty in *England, Scotland, Ireland,* and the *United Kingdom* respectively, the Rates and Amounts of Duty, the Population, and the Average Price of Barley in each Year from 1800 to 1867 inclusive; &c.

(*Mr. Ramsay.*)

Ordered by The House of Commons, *to be Printed,*
25 *July* 1868.

Under 2 *oz.*

SUGAR, &c.

RETURN to an Order of the Honourable The House of Commons, dated 20 February 1868;—*for*,

A TABULAR RETURN, "showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption, together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom, in each Year, from 1844 to 1867, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign SUGAR (Ordinary Yellow Havannah), for the same Series of Years:"

"ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845 to 1867, inclusive; distinguishing the Quantities Imported from each Colony and each Possession in each Year:"

"Similar ACCOUNT of the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country:"

"ACCOUNTS of the Quantity of REFINED SUGAR and SUGAR CANDY Imported into the UNITED KINGDOM in the Years 1848 to 1867, respectively; stating the Quantity retained for Home Consumption, the Rates of Duty Paid, and the Quantity Exported:"

"And, of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the UNITED KINGDOM in the Years 1844 to 1867, respectively (in continuation of Parliamentary Paper, No. 247, of Session 1867)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
22 *April* 1868.

RETURN, showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities re
from 1844 to 1867, inclusive; followed by a COMPARATIVE STATEMENT of the Average P

QUANTITIES of SUGAR Imported into the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA.		MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.			TOTAL of Unrefined Sugar.	Refi Suga
							Admitted as not being the Produce of Slave Labour.		Other Foreign Sugar.		
	Cwts.		*Cwts.*		*Cwts.*		*Cwts.*		*Cwts.*	*Cwts.*	
1844	2,452,778		540,620		1,101,261		7,516		777,900	4,880,075	3
To 14 Mar.	241,626		196,772		273,981		23,293				
1845	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	743,314	5,820,890	21
	Cwts	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*			
From 14 Mar.	13	2,612,248	- - -	519,401	24,832	1,039,973	923	144,391			
To 18 Aug.							726	153,771	617,266		
							The Growth of any Foreign Country.				Of British Pos-sessions.
							If Imported directly from such Country.		Otherwise Imported.		
1846	476	2,146,887	23	845,175	32,844	1,399,430	Equal to White Clayed.	Not equal to White Clayed.	—	5,622,507	5,751
							Cwts.	*Cwts.*	*Cwts.*		*Cwts.*
From 18 Aug.							26,465	384,650	14,794		
1847	4,821	3,195,000	224	1,193,347	24,202	1,382,952	41,018	2,350,467	17,496	8,209,527	11,941
To 12 July							5,906	700,631	120,934		
1848	2,179	2,793,132	216	886,068	54,273	1,278,474	Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.	6,869,931	31,114
							Cwts.	*Cwts.*	*Cwts.*		
From 12 July							42,693	956,782	28,643		
1849	6,256	2,833,655	742	897,073	70,818	1,403,656	43,533	1,604,244	77,372	6,937,349	55,794
1850	2,000	2,585,420	580	1,002,716	43,678	1,306,618	57,218	1,163,141	130,164	6,291,535	12,675
1851	3,346	3,062,014	37	999,999	23,235	1,547,599	89,193	2,009,517	197,594	7,932,534	31,490
1852	11,134	3,391,417	977	1,121,018	68,107	1,235,543	79,983	907,052	81,530	6,896,761	4,406
1853	2,564	2,828,160	1,232	1,250,975	95,047	1,128,912	65,871	1,671,764	239,765	7,284,290	15,617
To 5 July	1,853	1,338,292	6,686	1,026,861	11,813	354,584					
1854		Not equal to White Clayed. / Not equal to Brown Clayed.		Not equal to White Clayed. / Not equal to Brown Clayed.		Not equal to White Clayed. / Not equal to Brown Clayed.	- -	109,576	1,855,275	1,254,900	9,112,364	5,959
	Cwts.	*Cwts.*		*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*				
From 5 July	*2,101	890,806 / 1,211,234	2,591	243,354 / 382,127	19,961	261,445 / 138,875					
1855	6,010	1,166,409 / 1,755,252	2,033	549,308 / 811,791	13,374	553,939 / 164,782	- -	65,630	999,100	1,236,505	7,324,135	11,747
1856	3,399	1,253,280 / 1,560,999	10,243	834,423 / 802,590	55,173	666,967 / 508,289	- -	23,711	800,426	1,241,740	7,761,240	5,170
1857	9,171	1,286,132 / 1,664,806	30,249	555,195 / 598,885	25,148	585,784 / 570,605	- -	37,307	1,126,127	1,901,287	8,390,696	533
1858	11,794	1,440,424 / 2,046,853	48,853	501,755 / 535,893	34,570	454,825 / 306,917	- -	80,677	1,757,305	1,790,930	9,010,796	204
1859	1,131	996,654 / 2,137,501	38,955	510,411 / 619,975	55,273	513,305 / 376,176	- -	93,344	1,646,518	2,109,301	9,098,544	856
1860	10,183	1,076,364 / 2,289,493	14,056	636,243 / 513,433	7,507	442,964 / 331,142	- -	54,770	1,589,715	1,851,407	8,817,277	922
1861	2,473	1,182,104 / 2,510,572	12,092	886,430 / 605,439	22,706	387,943 / 355,076	- -	37,961	1,770,913	2,625,696	10,399,405	4,059
1862	4,577	1,284,975 / 2,589,222	9,154	426,019 / 251,260	20,803	218,070 / 178,870	- -	58,893	1,858,695	2,983,653	9,884,191	3,053
1863	8,266	1,260,411 / 2,357,483	19,864	1,075,192 / 540,615	460	71,044 / 239,337	- -	27,488	1,639,935	3,484,427	10,724,522	910
	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.				
			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.							
	Cwts.	*Cwts.*	*Cwts.*		*Cwts.*	*Cwts.*	*Cwts.*		*Cwts.*	*Cwts.*	*Cwts.*				
1864 To 16 April	34,346	1,146,345	330,653		62,011	682,067	90,793		28,041	356,244	56,068		99,663	2,360,062	490,670		10,754,453	19,969
From 16 Ap.			1,480,141	277,211			97,545	122,013			175,587	257,655			1,971,780	635,558		
1865	29,219	1,033,542	1,830,261	670,642	12,019	657,454	172,249	150,594	9,076	89,313	143,604	284,961	45,187	2,214,552	1,708,024	1,199,827	10,250,524	17,391
1866	41,064	1,297,915	2,012,130	1,069,846	12,556	712,213	163,352	118,115	914	15,519	48,155	331,949	37,784	1,596,927	1,586,699	1,593,947	10,639,085	2,463
	1st Class.	2nd Class.	3rd Class.	4th Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	1st Class.	2nd Class.	3rd Class.	4th Class.		
1867	84,616	1,041,022	1,706,924	1,006,350	11,882	352,371	110,500	120,988	196	17,386	23,359	35,666	51,187	2,491,914	1,906,727	1,584,227	10,545,315	1,217

* Since the equalization of the duties on 5th July 1854, the entries of Sugar imported or admitted to consumption have ceased to distinguish its origin

ed for Home Consumption; together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom in each Y
es of British Plantation and Foreign Sugar (Ordinary Yellow Havannah), for the same Series of Years.

QUANTITIES of SUGAR retained for Actual Consumption in the UNITED KINGDOM.

BRITISH WEST INDIA and MAURITIUS.

ugar ndy.	Cwts.
	3,084,139
	272,630

Equal o White Clayed.	Not equal to White Clayed.
Cwts.	Cwts.
31	3,275,480

oreign.	Cwts.
90,797	611
84,324	4,638
95,643	2,512
48,598	7,177
45,194	2,596
17,051	2,246
99,512	1,692
19,478	5,766
	8,683
99,555	
	1,642
12,676	1,859
82,041	2,910
28,589	19,196
86,635	38,785
61,605	26,577
44,089	1,832
41,795	8,409
21,409	5,415
96,679	3,589

Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	
		Equal to Brown Muscovado.	Not equal to Brown Muscovado.
Cwts.	Cwts.	Cwts.	
25,694	41,398	1,616,353	1,352,259 / 321,952
02,186	49,214	1,634,824	2,060,462 / 723,134
07,921	30,837	1,913,891	2,047,315 / 1,149,991
	1st Class.	2nd Class.	3rd Class. / 4th Class.
33,235	47,529	1,235,919	1,706,856 / 1,135,551

BRITISH EAST INDIA.

Equal to White Clayed.	Not equal to White Clayed.
Cwts.	Cwts.
22,114	1,093,967
36,000.	1,404,909
16,836	1,165,587
39,625	1,310,126
85,094	1,269,134
45,999	1,351,096
35,115	1,222,523
28,320	1,503,692
114,691	1,246,682
28,679	688,616

Not equal to White Clayed.	Not equal to Brown Clayed.
Cwts.	Cwts.
6,961	197,362 / 68,785
10,387	525,787 / 227,286
4,630	531,565 / 323,578
17,070	573,044 / 433,333
5,083	377,256 / 369,482
62,573	553,870 / 317,876
7,213	415,761 / 372,178
4,642	306,186 / 247,137
18,384	212,387 / 214,825
932	143,549 / 178,176

Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	
		Equal to Brown Muscovado.	Not equal to Brown Muscovado.
Cwts.	Cwts.	Cwts.	
9,586	128,234	499,864	60,644 / 128,681
12,928	140,890	163,770	217,104
482	36,365	70,284	226,540
1st Class.	2nd Class.	3rd Class.	4th Class.
86	23,709	88,034	313,553

FOREIGN.

Admitted as not being the Produce of Slave Labour.

	Equal to White Clayed.	Not equal to White Clayed.
	Cwts.	Cwts.
- - -	11	87
- - -	74	53
To 18 Aug.	- - -	21,517
From 18 Aug.	12,898	568,253
- -	12,822	961,167
To 12 July	990	949,724
From 12 July	3,184	257,402
- -	3,189	469,383
- -	16,678	804,289
- -	65,983	1,229,694
- -	86,130	572,432
- -	38,321	1,311,304
- -	62,941	1,397,899
- -	11,353	1,007,491
- -	3,431	622,930
- -	10,978	975,056
- -	33,310	1,488,430
- -	37,520	1,592,262
- -	25,565	1,450,829
- -	21,059	1,532,552
- -	22,617	1,684,602
- -	6,518	1,391,164

Other Foreign Sugar.

Other Foreign Sugar.
Cwts.
87
53
64
7
30
14
9,650
23,906
87,428
83,364
23,964
182,354
978,451
1,302,590
992,389
1,630,138
1,595,387
1,883,080
2,019,554
1,994,396
2,751,627
2,876,429

The Growth of any Foreign Country.

If Imported directly from such Country.		Otherwise Imported.
Equal to White Clayed.	Not equal to White Clayed.	—
Cwts.	Cwts.	Cwts.
43,971	1,742,345	709,811
23,933	2,048,406	1,877,436 / 926,832
17,832	2,081,485	1,634,022 / 1,088,152
1st Class.	2nd Class.	3rd Class. / 4th Class.
35,802	2,331,112	2,075,357 / 1,932,285

Equal to Brown Clayed but not equal to White Clayed.	Not equal to Brown Clayed.	
	Equal to Brown Muscovado.	Not equal to Brown Muscovado.
Cwts.		
1,742,345	1,671,815	507,376
2,048,406	1,877,436	926,832
2,081,485	1,634,022	1,088,152
2nd Class.	3rd Class.	4th Class.
2,331,112	2,075,357	1,932,285

TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.		Net Revenue from Duties on Sugar of all Sorts.	Average Prices per Cwt. of Muscovado Sugar, exclusive of Duty.		
				British West India.	Mauritius.	British East India.
Cwts.	Cwts.		£.	s. d.	s. d.	s. d.
4,129,443	- 6 -		5,203,270	33 8	32 10	35 1
4,856,624	- 56 -		3,574,471	32 11	31 10	33 5
5,220,248	Of British Possessions.	Foreign.	3,896,780	34 5	33 6	34 8
	Cwts. 4,798	Cwts. 13,610				
5,779,508	9,335	16,795	4,405,237	28 3	30 4	27 -
6,142,296	20,925	25,266	4,557,337	23 8	23 3	25 4
5,905,687	59,860	15,277	3,912,170	25 4	25 1	27 4
6,091,492	15,046	101,289	3,884,441	26 1	25 -	27 3
6,233,547	35,924	302,155	3,979,141	25 6	26 2	25 10
6,898,867	5,052	268,939	3,893,656	22 5	23 -	23 10
7,272,833	10,942	203,814	4,083,836	24 6	24 8	26 10
8,028,758	9,975	293,674	4,741,757	22 8	21 8	24 2
7,259,148	10,112	277,897	5,058,500	25 1	24 3	28 -
6,813,470	1,444	256,601	5,129,646	30 -	29 3	31 5
7,121,590	377	297,551	5,055,034	36 11	36 -	37 5
8,490,256	326	255,914	5,848,170	27 6	26 3	26 2
8,641,920	781	241,598	5,935,909	26 7	26 2	27 7
8,506,882	605	264,509	5,833,484	27 5	28 1	29 8
8,937,302	909	242,769	6,104,325	24 5	26 8	24 1
9,111,622	1,280	266,917	6,215,346	22 3	24 4	22 9
9,202,523	1,267	249,004	6,249,815	21 7	22 11	21 7
8,937,313	4,924	794,420	5,157,083	27 9	28 9	22 8
9,878,933	12,613	711,980	5,193,816	22 -	24 -	19 7
10,297,196	3,255	764,581	5,390,962	20 4	22 3	17 -
10,925,793	1,342	765,384	5,584,659	22 4	23 7	20 10

this being indicated with sufficient precision by the place of shipment, which the entries specify as formerly, the present Return is continued without alteration in its form.

(cont

RETURN, showing the Quantities of Sugar of the several Sorts imported into the United Kingdom,

RATES OF DUTY ON SU

UNREFINED SUGAR.

YEARS.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed).	EAST INDIA. Of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited, and Imported from thence.	EAST INDIA. Of any other British Possession within those Limits, and Imported from thence.	FOREIGN (Brown, Muscovado, or Clayed).
1840: from 15 May (additional 5 per cent.)	*Per cwt.* £. s. d. 1 5 $2\frac{2}{5}$	£. s. d. 1 5 $2\frac{2}{5}$	£. s. d. 1 13 $7\frac{1}{2}$	*Per cwt.* £. s. d. 3 6 $1\frac{1}{5}$
1844 from 10 Nov.	„	„	„	£. s. d. 1 15 $8\frac{3}{5}$

YEARS.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed). Equal to White Clayed.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed). Not equal to White Clayed.	EAST INDIA. Of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited, and Imported from thence. Equal to White Clayed.	EAST INDIA. Of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited, and Imported from thence. Not equal to White Clayed.	EAST INDIA. Of any other British Possession within those Limits, and Imported from thence. Equal to White Clayed.	EAST INDIA. Of any other British Possession within those Limits, and Imported from thence. Not equal to White Clayed.	FOREIGN (Brown, Muscovado, or Clayed). The Growth of any Foreign Country, the Sugar of which Her Majesty has declared to be admissible, as not being the Produce of Slave Labour. Equal to White Clayed.	FOREIGN (Brown, Muscovado, or Clayed). The Growth of any Foreign Country, the Sugar of which Her Majesty has declared to be admissible, as not being the Produce of Slave Labour. Not equal to White Clayed.	FOREIGN (Brown, Muscovado, or Clayed). Other Foreign Sugar.
1845: from 14 March	£. s. d. 16 4	£. s. d. 14 –	£. s. d. 16 4	£. s. d. 14 –	£. s. d. 1 1 9	£. s. d. 18 8	£. s. d. 1 8 –	£. s. d. 1 3 4	£. s. d. 3 3 –
1846: from 18 Aug.	„	„	„	„	1 5	17 6	1 4 6	1 1 –	2 2 –
1847: from 5 July	„	„	„	„	19 10	17 –	1 3 4	1 – –	„

YEARS.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed). Of any British Possession into which the Importation of Foreign Sugar is prohibited. Equal to White Clayed.	Not equal to White Clayed.	OF OTHER BRITISH POSSESSIONS. Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.	FOREIGN SUGAR. Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.
1848: from 12 July	£. s. d. 15 2	£. s. d. 13 –	£. s. d. 18 4	£. s. d. 17 –	£. s. d. 15 9	£. s. d. 1 1 7	£. s. d. 1 – –	£. s. d. 18 6
1849: from 5 July	14 –	12 –	16 11	15 8	14 6	19 10	18 6	17 –
1850: from 5 July	12 10	11 –	15 5	14 4	13 3	18 1	17 –	15 6
1851: from 5 July	11 8	10 –	14 –	13 –	12 –	16 4	15 6	14 –
1852: from 5 July	„	„	13 5	12 5	11 6	15 2	14 6	13 –
1853: from 5 July	„	„	12 10	11 10	11 –	14 –	13 –	12 –
1854 from 9 May	13 5	11 6	14 $9\frac{3}{10}$	13 $7\frac{3}{10}$	12 $7\frac{3}{10}$	16 $1\frac{9}{10}$	14 $11\frac{4}{10}$	– $9\frac{6}{10}$

YEARS.	On all Sorts, of whatever Growth, and whencesoever Imported. Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	
1854 from 5 July	£. s. d. 14 –	£. s. d. 12 –	£. s. d. 11 –	
1855: from 21 April	17 6	15 –	13 9	
1856	17 6	15 –	13 9	
1857: from 5 April	16 –	13 10	12 8	
1858	16 –	13 10	12 8	
1859	16 –	13 10	12 8	
1860	16 –	13 10	12 8	
1861	16 –	13 10	12 8	
1862	16 –	13 10	12 8	
1863	16 –	13 10	12 8	

YEARS.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed).	On all Sorts, of whatever Growth, and whencesoever Imported. Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed. Equal to Brown Muscovado.	Not equal to Brown Muscovado.
1864	from 16 April	£. s. d. 11 8	£. s. d. 10 6	£. s. d. 9 4	£. s. d. 8 2
1865		11 8	10 6	9 4	8 2
1866		11 8	10 6	9 4	8 2
1867	to 1 May	11 8	10 6	9 4	8 2
		1st Class.	2nd Class.	3rd Class.	4th Class (including Cane Juice).
	from 1 May	11 3	10 6	9 7	8 –

Office of the Inspector General of Imports and Exports, Custom House, London, 14 April 1868.

the Quantities retained for Home Consumption; together with the Rates of Duty, &c.—*continued.*

, PER CWT., 1840 TO 1867.

REFINED SUGAR AND SUGAR CANDY.

REFINED SUGAR (FOREIGN).

Per cwt.
£. s. d.
- - - 8 16 4⅘ - - - -
- - - „ - - - -

BROWN SUGAR CANDY (FOREIGN).

Per cwt.
£. s. d.
- - - 5 17 7⅕ - - - -
- - - „ - - - -

WHITE SUGAR CANDY (FOREIGN).

Per cwt.
£. s. d.
- - - - - - 8 16 4⅘
- - - - - - - „

Of any British Possession in America, of Mauritius, or of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.

Not equal to Double Refined.	Equal to Double Refined.	Candy, Brown.	Candy, White.
£. s. d.	£. s. d.	£. s. d.	£. s. d.
- 18 8	1 1 -	1 6 -	1 15 -
- „ - -	- - „ - -	- - „ - -	- - „ - -

OF OTHER ORIGIN.

Refined.	Candy, Brown.	Candy, White.
£. s. d.	£. s. d.	£. s. d.
8 8 -	5 12 -	8 8 -
- „ - -	- - „ - -	- - „ - -

Any British Possession in America, of Mauritius, or any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.

Not equal to Double Refined.	Double Refined and Candy.
£. s. d.	£. s. d.
- 18 8	1 1 -
- „ - -	- - „ - -

Of British Possessions within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is not prohibited.

Not equal to Double Refined.	Double Refined and Candy.
£. s. d.	£. s. d.
1 3 4	1 6 3
1 2 8	1 5 6

The Growth of any Foreign Country.

If Imported directly from such Country.		Otherwise Imported.
Not equal to Double Refined.	Double Refined and Candy.	Refined or Candy.
£. s. d.	£. s. d.	£. s. d.
1 8 -	1 11 6	3 3 -
1 6 8	1 10 -	3 3 -

Of any British Possession into which the Importation of Foreign Sugar is prohibited.

£. s. d.
- - - - 17 4 - - - -
- - - - 16 - - - - -
- - - - 14 8 - - - -
- - - - 13 4 - - - -
- - - - „ - - - -
- - - - „ - - - -
- - - - 15 4 - - - -

OF OTHER BRITISH POSSESSIONS.

£. s. d.
- - - 1 2 - - - -
- - - 1 - 4 - - - -
- - - - 18 8 - - - -
- - - - 17 - - - -
- - - - 16 4 - - - -
- - - - 15 4 - - - -
- - - - 17 7 9/10 - - -

FOREIGN.

£. s. d.
- - - - - 1 6 8
- - - - - 1 4 8
- - - - - 1 2 8
- - - - - 1 - 8
- - - - - - 19 4
- - - - - - 17 4
- - - - - - 19 11 3/10

On all Sorts, of whatever Growth, and whencesoever Imported.

£. s. d.
From 5 July - - - - - - - - - - - - - 17 4
From 2 August - - - - - - - - - - - - - 16 -
- - - - - - - - - - - - - 1 - -
- - - - - - - - - - - - - 1 - -
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
- - - - - - - - - - - - - 18 4
From 5 May - - - - - - - - - - - - - 12 10
- - - - - - - - - - - - - 12 10
- - - - - - - - - - - - - 12 10
To 1 May - - - - - - - - - - - - - 12 10
From 1 May - - - - - - - - - - - - - 12 -

EDW. BERNARD,
Inspector General.

AN ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845–1867, both inclusive, distinguishing the Quantities Imported from each Colony and Possession in each Year;—also, the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country.

1.—SUGAR Imported from the *British West Indies*, *British Guiana*, *Mauritius*, and the *British* Possessions in the *East Indies*.

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.
UNREFINED SUGAR, the Produce of British Possessions:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua	209,971	102,644	240,199	161,890	188,980	123,845	200,109	185,639	202,408	76,298	*	
Barbadoes	351,484	302,496	469,021	403,309	488,619	524,651	583,830	743,010	580,050	316,238		
Dominica	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,575	57,293	25,015		
Grenada	71,249	76,931	104,951	89,662	82,499	92,803	121,378	125,008	93,668	27,150		
Jamaica	742,855	572,875	751,408	627,008	633,471	574,796	627,768	511,247	441,197	160,694		
Montserrat	10,286	5,316	7,657	39	63	1,607	7,675	2,427	—	—		
Nevis	30,858	26,665	41,833	19,093	24,622	15,508	33,309	33,489	38,104	9,063		
St. Christopher	122,773	90,075	149,096	79,971	93,183	70,717	121,681	93,626	100,999	61,543		
St. Lucia	71,250	63,562	88,368	61,154	67,404	53,903	69,928	73,484	66,969	24,228		
St. Vincent	132,673	129,870	175,615	144,116	158,186	139,567	163,409	176,591	137,802	43,899		
Tobago	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,939	8,503		
Tortola	6,175	6,342	8,285	2,434	928	1,406	2,815	161	—	—		
Trinidad	364,152	353,293	393,523	391,655	424,183	366,214	441,756	483,853	481,112	158,392		
Bahamas	- -	- -	- -	- -	- -	- -	- -	- -	- -	101		
Bermudas	- -	- -	- -	2	254	—	—	—	—	—		
Demerara	499,102	252,449	522,389	570,030	515,179	470,107	511,837	739,120	510,748	392,464		
Berbice	120,575	73,307	112,777	133,144	62,476	55,192	73,930	99,178	61,945	36,583		
TOTAL from the British West Indies and British Guiana	2,853,995	2,147,347	3,199,814	2,794,987	2,839,888	2,586,429	3,064,793	3,398,760	2,830,234	1,340,171		
From Mauritius	716,173	845,197	1,193,571	886,282	897,815	1,003,296	999,237	1,121,996	1,252,208	1,033,546		
British Possessions in the East Indies; viz.—												
Bengal Presidency						1,133,977	1,251,425	982,845	869,084	97,322		
Madras Presidency						170,202	282,026	281,707	293,050	239,752		
Bombay Presidency	1,333,895	1,427,586	1,397,026	1,328,230	1,465,905	- -	2	- -	2	11		
Penang						45,511	32,425	37,430	61,820	26,459		
Ceylon	2,866	3,480	7,557	4,228	8,308	1	4,874	1,667	- -	2,853		
Singapore	1,678	1,208	2,569	288	257	606	81	- -	2	—		
AGGREGATE of the Importations from the British Possessions enumerated above	4,908,607	4,424,818	5,800,537	5,014,015	5,212,173	4,940,022	5,634,863	5,824,405	5,306,400	2,740,114		
UNREFINED SUGAR, of Foreign Produce:												
Antigua	42	- -	60	1	4	15	125	23	5	—		
Barbadoes	1	- -	- -	5	511	- -	10	2	10	5		
Dominica	- -	- -	- -	- -	- -	- -	- -	18	—	—		
Grenada	3	- -	- -	- -	4	47	3	—	—	—		
Jamaica	12	8	131	313	8	223	55	12	11	205		
Montserrat	979	- -	615	—	—	—	—	—	—	—		
Nevis	- -	49	501	- -	5	10	- -	- -	93	—		
St. Christopher	- -	947	1,280	387	469	- -	349	604	920	409		
St. Lucia	- -	4	3	- -	- -	- -	2	2	12	—		
St. Vincent	- -	- -	- -	- -	- -	14	- -	2	4	—		
Tobago	- -	- -	- -	- -	- -	- -	- -	- -	11	—		
Tortola	1,002	444	- -	- -	- -	- -	255	—	—	—		
Trinidad	- -	- -	2	18	216	6	16	4	8	—		
Bahamas	1,669	3,356	- -	1,607	—	—	—	—	—	—		
Bermudas	- -	- -	- -	- -	561	- -	833	—	—	—		
Demerara	- -	- -	1	2	603	2,591	9,379	8,521	10,964	3,485		
Berbice	- -	- -	366	- -	1	23	54	4	688	—		
TOTAL from the British West Indies and British Guiana	3,708	4,808	2,959	2,333	2,382	2,929	11,081	9,192	12,726	4,104		
From Mauritius	60	- -	368	41	25	14	1,032	68	61	571		
British Possessions in the East Indies; viz.—												
Bengal Presidency						6	467	173	542	185		
Madras Presidency						31	- -	2	76	10		
Bombay Presidency	1,530	37,463	3,206	1,308	5,234	13,110	8,128	2	699	1	-	
Penang						—	—	—	—	—		
Ceylon	- -	- -	- -	8	—	—	—	—	—	—		
Singapore	689	925	10,507	5,432	3,090	6,983	6,002	58	102	2,486		
AGGREGATE of the Importations from the British Possessions enumerated above	5,987	43,196	17,040	9,122	10,731	23,073	26,710	9,495	14,206	7,357		

(*continued*)

* Since 5th July 1854, Sugar, of whatever growth, has been subject to a uniform scale of duties, and all distinctions in respect of origin have, by a necessary consequence, ceased to be observed in the Entries at the Custom House. In the foregoing Account of Importations, therefore, Sugar the produce of the British Possessions and Sugar of Foreign Produce cannot be shown separately after the date above-mentioned. The Importations of Sugar, irrespectively of the distinction of produce, are exhibited in a continuous annual series to the close of the year 1867, in the following page (6).

1.—SUGAR Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.
UNREFINED SUGAR of British and Foreign Produce, conjointly:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua - - -	210,013	102,644	240,259	161,891	188,984	123,860	200,234	185,662	202,413	76,298	168,209	244,507
Barbadoes - -	351,485	302,496	469,021	403,314	489,130	524,651	583,840	743,012	580,060	316,243	350,221	666,464
Dominica - -	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,593	57,293	25,015	33,300	58,315
Grenada - - -	71,252	76,931	104,951	89,662	82,503	92,850	121,381	125,008	93,668	27,150	68,531	95,681
Jamaica - - -	742,867	572,883	751,539	627,321	633,479	575,019	627,823	511,259	441,208	160,899	344,781	505,680
Montserrat - -	11,265	5,316	8,272	39	63	1,607	7,675	2,427	- -	- -	38	38
Nevis - - -	30,858	26,714	42,334	19,093	24,627	15,518	33,309	33,489	38,197	9,063	25,600	34,663
St. Christopher -	122,773	91,022	150,376	80,358	93,652	70,717	122,030	94,230	101,919	61,952	78,890	140,842
St. Lucia- - -	71,250	63,566	88,371	61,154	67,404	53,903	69,930	73,486	66,981	24,228	48,805	73,033
St. Vincent - -	132,673	129,870	175,615	144,116	158,186	139,581	163,409	176,593	137,806	43,899	98,561	142,460
Tobago - - -	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,950	8,503	35,925	44,428
Tortola - - -	7,177	6,786	8,285	2,434	928	1,406	3,070	161	- -	- -	1,382	1,382
Trinidad - - -	364,152	353,293	393,525	391,673	424,399	366,220	441,772	483,857	481,120	158,392	378,855	537,247
Bahamas - - -	1,669	3,356	- -	1,607	- -	- -	- -	- -	- -	101	- -	101
Bermudas - -	- -	- -	- -	2	815	- -	833	- -	- -	- -	- -	- -
Demerara - -	499,102	252,449	522,390	570,032	515,782	472,698	521,216	747,641	521,712	395,949	410,513	806,462
Berbice - - -	120,575	73,307	113,143	133,144	62,477	55,215	73,984	99,182	62,633	36,583	55,196	91,779
Total from the British West Indies and British Guiana	2,857,703	2,152,155	3,202,773	2,797,320	2,842,270	2,589,358	3,075,874	3,407,952	2,842,960	1,344,275	2,098,807	3,443,082
From Mauritius -	716,233	845,197	1,193,939	886,323	897,840	1,003.310	1,000,269	1,122,064	1,252,269	1,034,117	628,072	1,662,189
British Possessions in the East Indies; viz.—												
Bengal Presidency -						1,133,983	1,251,892	983,018	869,626	97,507	260,558	358,065
Madras Presidency -	1,335,425	1,465,049	1,400,232	1,329,538	1,471,139	170,233	282,026	281,709	293,126	239,762	117,821	357,583
Bombay Presidency -						13,110	8,130	2	701	12	5	17
Penang - -						45,511	32,425	37,430	61,820	26,459	31,228	57,687
Ceylon - -	2,866	3,480	7,557	4,236	8,308	1	4,874	1,667	- -	2,853	1,706	4,559
Singapore - -	2,367	2,133	13,076	5,720	3,347	7,589	6,083	58	104	2,486	4,568	7,054
Aggregate of the Importations from the British Possessions enumerated above -	4,914,594	4,468,014	5,817,577	5,023,137	5,222,904	4,963,095	5,661,573	5,833,900	5,320,606	2,747,471	3,142,765	5,890,236

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
219,939	203,991	203,801	238,458	196,701	185,556	163,648	258,405	202,483	52,365	135,305	251,520	124,736
592,562	632,442	583,622	754,235	591,368	647,051	794,117	701,255	649,969	539,706	664,764	750,545	745,823
55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631	55,991	54,752	58,556
66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181	85,384	74,516	84,591	96,643
450,282	371,319	422,772	535,098	428,925	520,808	523,676	553,013	514,555	471,521	424,305	570,208	495,510
455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967	8,309	19,386	10,500
33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424	16,149	29,718	35,954	23,701
111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890	203,794	222,998	162,414
65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822	99,471	121,992	101,923
98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,288	136,253	123,346	124,622	170,679	168,439
39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357	49,749	79,478	68,063
- -	- -	- -	- -	- -	- -	- -	1,748	—	—	—	—	—
418,902	483,078	442,476	549,626	538,150	530,533	530,009	687,300	600,482	670,793	555,835	814,944	752,892
- -	- -	- -	4,500	191	- -	4,514	670	- -	1	478	—	—
2	- -	2	- -	- -	- -	2,922	- -	360	3	1,086	1	7,234
675,636	596,941	691,735	678,625	736,655	777,368	923,796	873,588	889,087	925,993	1,035,377	1,104,711	890,848
85,457	75,603	112,745	95,201	59,958	107,122	124,306	130,429	97,939	99,334	97,758	129,009	124,020
2,915,368	2,810,564	2,945,635	3,496,894	3,127,648	3,375,610	3,690,297	3,864,771	3,621,883	3,260,262	3,561,078	4,410,768	3,831,302
1,363,132	1,647,257	1,184,329	1,086,501	1,169,341	1,163,732	1,503,961	686,433	1,635,671	1,054,429	992,316	1,006,237	595,741
446,931	655,413	661,527	463,659	550,126	364,976	419,637	101,006	14,315	481,350	137,692	73,625	18,205
219,082	460,355	422,175	258,421	283,080	289,034	250,228	207,710	218,566	228,223	281,703	269,093	24,212
42	26,353	9,724	626	868	1,038	1,163	45	343	1,553	17	42	10
64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.						
727	2	1,173	3	4,009	4	5	1	2	1	- -	1,848	3
446	15,876	41,702	18,484	34,119	29,779	79,203 (including Penang.)	98,641	60,051	96,367	37,535	15,984	22,095
5,010,555	5,684,668	5,311,333	5,377,705	5,230,225	5,300,217	5,944,494	4,958,607	5,550,831	5,122,455	5,010,341	5,777,597	4,491,568

1.—Sugar Imported from the *British West Indies, British Guiana,* - - - - - - - -

REFINED SUGAR AND SUGAR CANDY.	1845.		1846.		1847.		1848.		1849.		1850.		1851.		1852.		1853.	
	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
Antigua	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barbadoes	2	-	-	2	1	-	3	-	-	-	7	-	1	-	594	-	2	1
Grenada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jamaica	-	-	-	-	-	-	-	1	2	1	2	1	1	-	-	4	-	2
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Vincent	-	-	-	-	-	-	-	-	1,109	-	-	-	11	-	-	-	-	-
Trinidad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bermudas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Demerara	-	-	-	-	150	-	52	-	695	1	52	-	47	1	73	4	90	-
Berbice	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	4	-	
Total from the British West Indies and British Guiana	2	-	-	2	153	-	55	1	1,806	2	61	1	60	1	667	8	96	4
From Mauritius	-	-	-	-	277	-	192	1	277	-	142	-	28	-	1,111	2	69	-
British Possessions in the East Indies; viz.—																		
Bengal Presidency											12,471	6	31,142	7	1,892	11	10,571	8
Madras Presidency	19	1	5,750	1	11,511	4	30,865	14	53,710	2,381	-	-	258	4	649	13	4,880	6
Bombay Presidency											-	-	-	7	-	-	1	5
Penang											1	—	—	—	—	—	—	—
Ceylon	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1	-	-
Singapore	-	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-	1
Aggregate of the Importations from the British Possessions enumerated above	21	1	5,750	3	11,941	5	31,112	17	55,793	2,384	12,675	8	31,490	19	4,319	35	15,617	29
SUGAR of all Sorts, collectively:																		
Antigua	210,013		102,644		240,259		161,891		188,984		123,860		200,234		185,662		202,413	
Barbadoes	351,487		302,498		469,022		403,317		489,130		524,658		583,841		743,606		580,063	
Dominica	57,883		52,700		65,452		58,000		48,565		51,816		60,239		63,593		57,293	
Grenada	71,252		76,931		104,951		89,662		82,503		92,850		121,381		125,008		93,668	
Jamaica	742,867		572,883		751,539		627,322		633,482		575,022		627,824		511,263		441,210	
Montserrat	11,265		5,316		8,272		39		63		1,607		7,675		2,427		-	
Nevis	30,858		26,714		42,334		19,093		24,627		15,518		33,309		33,489		38,197	
St. Christopher	122,773		91,022		150,376		80,358		93,652		70,717		122,030		94,230		101,919	
St. Lucia	71,250		63,566		88,371		61,154		67,404		53,903		69,930		73,486		66,981	
St. Vincent	132,673		129,870		175,615		144,116		159,295		139,581		163,420		176,593		137,806	
Tobago	62,709		38,822		69,240		53,480		51,276		44,297		45,129		68,352		57,950	
Tortola	7,177		6,786		8,285		2,434		928		1,406		3,070		161		-	
Trinidad	364,152		353,293		393,525		391,673		424,399		366,220		441,772		483,857		481,120	
Bahamas	1,669		3,356		-		1,607		-		-		-		-		-	
Bermudas	-		-		-		2		815		-		833		-		1	
Demerara	499,102		252,449		522,540		570,084		516,478		472,750		521,264		747,718		521,802	
Berbice	120,575		73,307		113,145		133,144		62,477		55,215		73,984		99,182		62,637	
Total from the British West Indies and British Guiana	2,857,705		2,152,157		3,202,926		2,797,376		2,844,078		2,589,420		3,075,935		3,408,627		2,843,060	
From Mauritius	716,233		845,197		1,194,216		886,516		898,994		1,003,452		1,000,297		1,123,177		1,252,338	
British Possessions in the East Indies; viz.—																		
Bengal Presidency											1,146,460		1,283,041		984,921		880,205	
Madras Presidency	1,335,445		1,470,800		1,411,747		1,360,417		1,526,353		170,233		282,288		282,371		298,012	
Bombay Presidency											13,110		8,137		2		707	
Penang											45,512		32,425		37,430		61,820	
Ceylon	2,866		3,480		7,557		4,236		8,308		1		4,876		1,668		-	
Singapore	2,367		2,133		13,077		5,721		3,348		7,590		6,083		58		105	
Aggregate of the Importations from the British Possessions enumerated above	4,914,616		4,473,767		5,829,523		5,054,266		5,281,081		4,975,778		5,693,082		5,838,254		5,336,247	

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1854:				1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
To 5 July.		From 5 July.														
Of British Possessions.	Foreign.	Without distinction of Produce.	Total.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
- -	-	1	1	- -	1	1	1	- -	- -	- - -	- -	- -	- -	- -	- -	151
1	-	- -	1	5	1	1	1	3	6	1	- -	4	- -	2	4	5
- -	-	- -	- -	- -	- -	- -	- -	- -	- -	- - -	- -	- -	- -	2	—	—
- -	-	- -	- -	- -	- -	- -	- -	1	- -	2	4	2	1	2	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	-	- -	- -	- -	- -	- -	- -	- -	- -	- - -	2	—	—	- -	1	—
- -	33	- -	33	- -	- -	- -	- -	2	1	3	- -	232	- -	3	3	—
- -	-	- -	- -	- -	- -	- -	- -	- -	- -	66	2	2	- -	2,211	1,744	—
- -	-	- -	- -	- -	- -	- -	- -	- -	- -	- - -	2	- -	- -	28	1	—
30	-	42	72	215	72	114	42	45	161	61	69	199	531	4,258	214	624
1	-	- -	1	4	10	- -	- -	6	6	14	4	- -	4	- -	33	111
32	33	43	108	224	84	116	44	57	174	147	83	439	536	6,506	2,000	891
18	3	27	48	8	17	14	64	58	78	315	43	214	913	66	58	85
393	14	4,598	5,005	10,276	2,587	272	76	108	367	3,166	146	155	12,440	7,247	68	22
799	6	30	835	550	1,063	80	3	588	291	383	2,757	10	6,037	3,536	18	155
- -	6	1	7	319	1,405	6	2	- -	- -	15	5	10	34	16	85	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	-	- -	- -	- -	- -	5	- -	- -	3	4	- -	3	- -	- -	- -	3
2	-	- -	2	- -	1	5	- -	1	- -	1	1	- -	1	2	205	—
1,244	62	4,699	6,005	11,377	5,157	498	189	812	913	4,031	3,035	831	19,961	17,373	2,434	1,176
- - -		244,508	- - -	219,939	203,992	203,802	238,459	196,701	185,586	163,648	258,405	202,483	52,365	135,305	251,520	124,887
- - -		666,465	- - -	592,567	632,443	583,623	754,236	591,371	647,057	794,118	701,255	649,973	539,706	664,766	750,549	745,828
- - -		58,315	- - -	55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631	55,991	54,752	58,556
- - -		95,681	- - -	66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181	85,384	74,518	84,591	96,643
- - -		505,680	- - -	450,282	371,319	422,772	535,098	428,926	520,808	523,678	553,017	514,557	471,522	424,307	570,208	495,510
- - -		38	- - -	455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967	8,309	19,386	10,500
- - -		34,663	- - -	33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424	16,149	29,718	35,954	23,701
- - -		140,842	- - -	111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890	203,794	222,998	162,414
- - -		73,033	- - -	65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822	99,471	121,992	101,923
- - -		142,460	- - -	98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,290	136,253	123,346	124,622	170,680	168,439
- - -		44,428	- - -	39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357	49,749	79,478	68,063
- - -		1,382	- - -	- -	- -	- -	- -	- -	- -	- - -	1,748	—	—	—	—	—
- - -		537,280	- - -	413,902	483,078	442,476	549,626	538,152	530,534	530,012	687,300	600,714	670,793	555,838	814,947	752,892
- - -		101	- - -	- -	- -	- -	4,500	191	- -	4,580	672	2	1	2,689	1,744	—
- - -		- -	- - -	2	- -	2	- -	- -	- -	2,922	2	360	3	1,114	2	7,234
- - -		806,534	- - -	675,851	597,013	691,849	678,667	736,700	777,529	923,857	873,657	889,286	926,524	1,039,635	1,104,925	891,472
- - -		91,780	- - -	85,461	75,613	112,745	95,201	59,964	107,128	124,320	130,433	97,939	99,338	97,758	129,042	124,131
- -		3,443,190	- - -	2,915,592	2,810,648	2,945,751	3,496,938	3,127,705	3,375,784	3,690,444	3,864,854	3,622,322	3,260,798	3,567,584	4,412,768	3,832,193
- -		1,662,237	- - -	1,363,140	1,647,274	1,184,343	1,086,565	1,169,399	1,163,810	1,504,276	686,476	1,635,885	1,055,342	992,382	1,006,295	595,826
- - -		363,070	- - -	457,207	658,000	661,799	463,735	550,234	365,343	422,803	101,152	14,470	493,790	144,939	73,693	18,227
- - -		358,418	- - -	219,632	461,418	422,255	258,424	283,668	289,325	250,611	210,467	218,576	234,260	285,239	269,111	24,367
- - -		24	- - -	361	27,758	9,730	628	868	1,038	1,178	50	353	1,587	33	127	30
- - -		57,687	- - -	64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.						
- - -		4,559	- - -	727	2	1,178	3	4,009	7	9	1	5	1	- -	1,848	6
- - -		7,056	- - -	446	15,877	41,707	18,484	34,120	29,779	79,204 (including Penang.)	98,642	60,051	96,638	37,537	16,189	22,095
- -		5,896,241	- - -	5,021,932	5,689,825	5,311,831	5,377,894	5,231,037	5,301,130	5,948,525	4,961,642	5,551,662	5,142,416	5,027,714	5,780,031	4,492,744

2.—MOLASSES Imported from the *British West Indies, British Guiana,* - - - - -

MOLASSES, the Produce of British Possessions:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	To 5 July.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua	100,905	46,196	105,683	63,226	89,972	57,297	95,262	72,381	79,814	38,709
Barbadoes	70,693	73,462	78,519	67,577	124,322	121,720	99,256	144,656	134,779	31,856
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160	7,314	4,093
Grenada	4,097	2,832	4,010	418	10,542	5,906	3,146	2,426	566	355
Jamaica	38	175	247	5	102	82	3	551	1	—
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493	—	—
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893	5,631	842
St. Christopher	13,254	21,714	23,169	6,558	23,883	25,359	22,684	11,753	18,745	17,299
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,972	7,760	2,595
St. Vincent	24,900	39,815	30,864	15,965	36,984	20,249	30,190	26,310	10,978	9,937
Tobago	7,083	4,103	5,138	1,520	4,769	3,839	1,475	1,181	1,828	—
Tortola	322	1,180	858	- -	- -	306	—	—	—	—
Trinidad	94,465	134,191	110,039	104,635	138,294	105,678	113,991	115,087	144,232	40,578
Bahamas	—	—	—	—	—	—	—	—	—	—
Demerara	136,619	120,050	126,219	96,983	150,477	103,477	98,940	79,083	74,615	27,003
Berbice	18,803	8,888	15,982	15,430	5,475	11,634	9,008	3,987	5,816	3,288
TOTAL from the British West Indies and British Guiana	491,083	477,623	531,171	385,484	605,487	470,187	492,056	472,933	492,079	176,555
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	—	—	—
British Possessions in the East Indies; viz.—										
Bengal Presidency	24,947	50,233	54,286	19,853	12,096	13,968	9,848	5,580	8,078	5,144
Madras Presidency						366	—	—	—	—
Bombay Presidency						—	—	—	—	—
Penang						—	—	—	—	—
Ceylon	- -	- -	206	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	517,594	528,006	596,958	412,077	628,969	498,451	502,644	478,513	500,157	181,699
MOLASSES, of Foreign Produce:										
Antigua	29	9	- -	61	7	8	28	39	—	—
Barbadoes	- -	- -	- -	- -	- -	- -	504	- -	18	3
Grenada	- -	- -	- -	- -	18	—	—	—	—	—
Jamaica	- -	2	- -	- -	- -	- -	- -	2	—	—
St. Christopher	- -	- -	- -	- -	31	- -	- -	- -	- -	19
St. Lucia	- -	- -	- -	- -	- -	- -	- -	1	11	—
St. Vincent	- -	- -	- -	- -	408	- -	- -	- -	11	—
Tobago	- -	- -	- -	- -	10	10	—	—	—	—
Trinidad	- -	- -	12	20	42	29	47	10	26	—
Bermudas	- -	- -	- -	- -	- -	- -	95	—	—	—
Demerara	4	- -	7,595	1,006	346	3,438	1,480	311	6,631	5,050
Berbice	- -	120	199	- -	- -	- -	463	- -	963	—
TOTAL from the British West Indies and British Guiana	33	131	7,806	1,087	862	3,485	2,617	363	7,660	5,072
From Mauritius	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—										
Bengal Presidency							- -	57	—	—
Madras Presidency	2	35	- -	- -	- -	- -	4	—	—	—
Bombay Presidency							—	—	—	—
Penang							—	—	—	—
Singapore	—	—	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	35	166	7,806	1,087	862	3,485	2,621	420	7,660	5,072
MOLASSES of all Sorts, collectively:										
Antigua	100,934	46,205	105,683	63,287	89,979	57,305	95,290	72,420	79,814	38,709
Barbadoes	70,693	73,462	78,519	67,577	124,332	121,720	99,760	144,656	134,797	31,859
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160	7,314	4,093
Grenada	4,097	2,832	4,010	418	10,560	5,906	3,146	2,426	566	355
Jamaica	38	177	247	5	102	82	3	553	1	- -
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493	- -	- -
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893	5,631	842
St. Christopher	13,254	21,714	23,169	6,558	23,914	25,359	22,684	11,753	18,745	17,318
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,973	7,771	2,595
St. Vincent	24,900	39,815	30,864	15,965	37,392	20,249	30,190	26,310	10,989	9,937
Tobago	7,083	4,103	5,138	1,520	4,779	3,749	1,475	1,181	1,828	- -
Tortola	322	1,180	858	- -	- -	306	- -	- -	- -	- -
Trinidad	94,465	134,191	110,051	104,655	138,336	105,707	114,038	115,097	144,258	40,578
Bahamas	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bermudas	- -	- -	- -	- -	- -	- -	95	—	- -	- -
Demerara	136,623	120,050	133,814	97,989	150,823	106,915	100,420	79,394	81,246	32,053
Berbice	18,803	9,008	16,181	15,430	5,475	11,634	9,471	3,987	6,779	3,288
TOTAL from the British West Indies and British Guiana	491,116	477,754	538,977	386,571	606,349	473,672	494,673	473,296	499,739	181,627
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	- -	- -	- -
British Possessions in the East Indies; viz.—										
Bengal Presidency	24,949	50,268	54,286	19,853	12,096	13,968	9,848	5,637	8,078	5,144
Madras Presidency						366	4	- -	- -	- -
Bombay Presidency						- -	- -	- -	- -	- -
Penang						- -	- -	- -	- -	- -
Ceylon	- -	- -	206	—	—	—	—	—	—	—
Singapore	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	517,629	528,172	604,764	413,164	629,831	501,936	505,265	478,933	507,817	186,771

* Since 5 July 1854, Molasses, of whatever growth, have been subject to a uniform scale of duties; and the distinction between the produce

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Cwts. *	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
59,002	97,711	56,788	54,214	52,791	68,743	57,347	49,631	48,151	64,611	54,429	16,709	43,255	57,524	26,956
77,697	109,556	54,247	67,002	52,416	104,062	22,775	65,773	79,890	38,020	20,665	24,594	27,738	14,259	5,156
4,459	8,552	3,589	2,644	7,376	4,235	3,719	3,471	6,527	3,474	3,397	4,455	8,378	5,347	4,128
1,037	1,392	1,118	843	2,828	684	662	326	1,722	637	157	1,032	863	579	317
4	4	- -	289	324	366	506	616	820	542	636	472	111	171	92
59	59	158	419	134	- -	162	707	76	698	930	1,724	698	425	1,244
3,925	4,767	2,683	1,347	2,190	2,101	78	- -	968	631	4,354	4,218	2,629	1,262	700
15,779	33,097	23,014	12,255	11,866	16,672	11,425	22,923	18,765	24,212	13,599	9,318	33,123	15,536	23,203
3,857	6,452	6,445	4,769	8,638	2,509	888	2,384	3,651	3,622	5,188	3,868	4,334	1,388	7,068
6,099	16,036	5,358	7,121	15,426	8,102	5,774	6,059	7,280	3,390	4,601	4,946	7,541	10,872	9,165
725	725	144	1,725	1,635	690	253	158	260	1,717	941	4,209	3,466	2,816	4,612
- -	- -	- -	- -	- -	- -	- -	- -	- -	1,350	—	—	—	—	—
70,105	110,683	63,605	87,335	92,526	105,269	103,290	73,195	81,169	77,482	88,582	92,250	74,701	50,944	44,223
- -	- -	- -	208	1,781	- -	- -	3	1	1,524	1,150	- -	62	1	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	742	—	—	1	—
1,995	34,048	11,610	22,802	28,986	14,805	13,286	9,005	20,230	9,894	5,362	29,552	29,225	30,348	13,618
1,700	4,988	1,641	2,023	7,243	3,760	- -	1,982	3,731	3,768	727	733	1,270	852	934
246,443	428,070	230,400	264,996	286,160	331,998	220,165	236,233	273,241	235,572	205,460	198,080	237,394	192,325	141,416
574	574	99	1,304	10,438	5,081	5	- -	- -	4	20	1,251	309	370	—
- -	5,144	4,820	13,758	9,555	2,326	6,217	1,360	6,883	14,179	13,082	20,602	4,135	966	4,379
- -	- -	3	1,294	- -	2,344	899	1,763	6,755	12,194	1,449	147	449	153	—
- -	- -	- -	- -	- -	- -	- -	- -	36	—	—	—	6	—	—
- -	- -	- -	- -	- -	- -	- -	- -	(included with Singapore.)						
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	5	—	—	—	—	—
247,017	433,788	325,322	281,352	306,153	341,749	227,286	239,356	286,915	261,954	220,011	220,080	242,293	193,814	145,795

of British Possessions and Foreign produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

3.—RUM Imported from the *British West Indies, British Guiana,* - - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
RUM, the Produce of British Possessions:	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
Antigua	16,120	4,088	60,394	40,913	42,763	21,435	16,188	65,699	45,437	201,723
Barbadoes	3,493	197	13,348	21,354	3,598	261	2,866	716	5,412	122,053
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763	15,134	62,741
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276	162,576	255,785
Jamaica	1,745,679	1,487,161	2,140,519	2,280,223	1,778,605	1,585,683	1,912,765	1,587,592	904,077	2,051,567
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- -	- -	- -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,718	12,678	44,778
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,941	53,579	50,412	61,733	227,110
St. Lucia	4,748	14,081	28,620	18,000	2,473	709	784	3,172	1,749	15,554
St. Vincent	82,626	83,001	264,828	127,671	194,247	50,446	53,570	143,686	84,306	279,289
Tobago	188,494	133,364	277,276	172,952	139,736	125,756	142,404	186,849	190,051	181,807
Tortola	- -	295	1,667	- -	- -	- -	- -	- -	- -	216
Trinidad	2,687	128	88,367	150,002	85,869	33,492	62,048	80,663	130,066	315,992
Bahamas	- -	- -	4,891	- -	- -	- -	- -	- -	- -	10,443
Bermudas	25	6	5	6	2	- -	1,505	- -	1	- -
Demerara	1,535,792	855,195	1,749,597	2,271,049	1,806,116	1,612,211	1,739,377	2,682,481	2,039,445	3,205,709
Berbice	105,087	51,257	131,272	245,398	76,049	10,341	17,441	40,896	49,711	136,787
TOTAL from the British West Indies and British Guiana	3,955,064	2,826,378	5,259,449	5,653,840	4,330,603	3,577,996	4,176,137	5,058,023	3,702,376	7,111,554
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097	10,060	108,417
British Possessions in the East Indies; viz.—										
Bengal Presidency	701,618	822,462	818,214	869,244	671,927	254,339	208,457	139,554	52,015	319,453
Madras Presidency						61,981	103,317	113,024	31,910	21,159
Bombay Presidency						- -	- -	- -	- -	- -
Penang						126,587	103,044	54,804	116,873	142,332
Ceylon	2,508	2,520	20,989	13,240	24,569	- -	35,347	21	4	16,925
Singapore	- -	- -	- -	- -	- -	- -	- -	- -	- -	3
AGGREGATE of the Importations from the British Possessions enumerated above	4,661,772	3,658,700	6,158,708	6,651,131	5,121,968	4,045,070	4,647,744	5,373,523	3,913,238	7,719,843
RUM, of Foreign Produce:										
Antigua	- -	22	- -	45	- -	1	- -	- -	- -	195
Barbadoes	2	- -	- -	- -	2	- -	- -	- -	- -	- -
Dominica	- -	- -	- -	- -	- -	- -	- -	- -	- -	2
Grenada	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,725
Jamaica	6	53	2	35	45	13	245	3,235	113	65
Nevis	- -	- -	- -	- -	- -	- -	- -	219	- -	- -
St. Christopher	- -	- -	- -	- -	- -	1	- -	24	- -	1
St. Lucia	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
St. Vincent	- -	- -	- -	53	- -	2	29	1	54	- -
Tobago	- -	- -	2	- -	- -	- -	- -	- -	- -	- -
Tortola	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Trinidad	- -	- -	- -	- -	- -	36	- -	54	- -	- -
Bahamas	- -	- -	4,081	2,814	- -	- -	- -	- -	- -	- -
Bermudas	2	- -	- -	- -	- -	- -	- -	- -	- -	- -
Demerara	2	2	7,727	68	- -	1,127	4,213	30	3,299	18,424
Berbice	- -	- -	680	2,495	- -	- -	- -	16	1,802	- -
TOTAL from the British West Indies and British Guiana	12	77	12,492	5,510	47	1,180	4,487	3,579	5,268	23,412
From Mauritius	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
British Possessions in the East Indies; viz.—										
Bengal Presidency	5,506	5,615	4,402	39,632	17,183	124	- -	1,549	1	66
Madras Presidency						- -	1	14	- -	- -
Bombay Presidency						- -	- -	- -	- -	214
Penang						- -	- -	- -	- -	- -
Ceylon	- -	- -	- -	7	- -	- -	- -	- -	- -	3
Singapore	3,589	- -	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	9,107	5,692	16,894	45,149	17,230	1,304	4,488	5,142	5,269	23,695
RUM of all Sorts, collectively:										
Antigua	16,120	4,110	60,394	40,958	42,763	21,436	16,188	65,699	45,437	201,918
Barbadoes	3,495	197	13,348	21,354	3,600	261	2,866	716	5,412	122,053
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763	15,134	62,743
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276	162,576	260,510
Jamaica	1,745,685	1,487,214	2,140,521	2,280,258	1,778,650	1,585,696	1,913,010	1,590,927	904,190	2,051,632
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- -	- -	- -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,937	12,678	44,778
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,942	53,579	50,436	61,733	227,111
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172	1,749	15,554
St. Vincent	82,626	83,001	264,828	127,724	194,247	50,448	53,599	143,687	84,360	279,289
Tobago	188,494	133,364	277,278	172,952	139,736	125,756	142,404	186,849	190,051	181,807
Tortola	- -	295	1,667	- -	- -	- -	- -	- -	- -	216
Trinidad	2,687	128	88,367	150,002	8,869	33,528	62,048	80,717	130,066	315,992
Bahamas	- -	- -	8,972	2,814	- -	- -	- -	- -	- -	10,443
Bermudas	27	6	5	6	2	- -	1,505	- -	1	- -
Demerara	1,535,794	855,197	1,757,624	2,271,117	1,806,116	1,613,338	1,743,590	2,682,511	2,042,744	3,224,133
Berbice	105,087	51,257	131,952	247,893	76,049	10,341	17,441	40,912	51,513	136,787
TOTAL from the British West Indies and British Guiana	3,955,076	2,826,455	5,271,941	5,659,350	4,330,650	3,579,176	4,180,624	5,061,602	3,707,644	7,134,966
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097	10,060	108,417
British Possessions in the East Indies; viz.—										
Bengal Presidency	707,124	828,077	822,616	908,876	689,110	254,463	208,457	141,103	52,016	319,519
Madras Presidency						61,981	103,318	113,038	31,910	21,159
Bombay Presidency						- -	- -	- -	- -	214
Penang						126,587	103,044	54,804	116,873	142,332
Ceylon	2,508	2,520	20,989	13,247	24,569	- -	35,347	21	4	16,928
Singapore	3,589	- -	- -	- -	- -	- -	- -	- -	- -	3
AGGREGATE of the Importations from the British Possessions enumerated above	4,670,879	3,664,392	6,175,602	6,696,280	5,139,198	4,046,374	4,652,232	5,378,665	3,918,507	7,743,538

- - - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
168,147	182,429	65,328	150,840	120,057	66,063	57,474	106,480	85,190	9,363	62,060	44,927	54,794
149,680	144,879	26,919	155,204	74,474	110,347	59,426	53,187	15,616	4,152	8,269	19,091	884
75,744	84,492	62,775	74,197	83,360	81,076	49,014	52,878	43,970	29,978	49,627	45,068	43,770
257,413	128,258	179,301	195,338	193,283	116,930	116,254	57,978	88,203	49,316	82,313	91,547	106,688
2,109,291	1,377,049	1,539,961	2,089,534	1,615,429	1,976,223	2,108,860	2,209,440	1,878,025	1,480,895	1,773,652	2,193,953	2,141,212
1,691	800	299	- -	1,188	—	—	—	—	—	—	—	—
32,869	9,867	9,767	25,186	19,306	9,833	950	5,016	- -	16	526	2,912	494
188,318	171,230	101,346	184,361	133,211	129,993	123,665	137,751	84,477	23,624	92,518	59,231	33,479
28,925	18,851	6,415	12,426	8,086	15,202	4,679	2,697	5,825	805	11,901	4,980	6,458
207,376	200,453	154,917	216,255	202,401	187,766	206,506	227,555	175,469	120,303	186,658	196,749	180,982
153,268	188,446	125,947	167,251	184,941	135,003	120,389	131,917	118,266	62,879	91,150	118,629	130,149
- -	- -	- -	- -	- -	- -	- - -	1	—	—	—	—	—
354,357	349,529	116,142	305,511	255,702	143,016	272,594	282,998	265,297	62,080	95,607	96,136	43,678
- -	- -	1,151	- -	- -	- -	14,625	11,433	5,346	- -	38,256	—	2
- -	1	- -	- -	30	- -	1,147	- -	- -	- -	19	11	—
3,260,091	2,837,671	3,152,395	2,919,007	2,963,025	3,157,769	3,420,382	3,239,604	3,171,661	2,816,878	3,296,157	3,395,173	2,607,007
158,716	107,585	175,635	98,369	49,510	151,195	215,966	294,539	246,372	274,473	301,186	296,500	279,469
7,145,886	5,801,540	5,718,298	6,593,479	5,904,003	6,280,416	6,771,931	6,813,474	6,183,717	4,934,762	6,089,899	6,564,907	5,629,066
63,447	286,374	183,606	231,896	463,033	333,345	400,905	305,024	301,279	261,933	273,920	352,465	262,374
334,899	299,133	148,325	5,912	- -	75,794	89,451	12,516	- -	- -	31	28	57
88,823	94,168	52,254	49,718	34,000	60,770	29,791	27,459	15,897	12,251	7	4	13
- -	- -	2,087	- -	274	- -	907	326	80	- -	11	—	5
187,688	233,361	155,860	104,983	180,434	204,576	Included with Singapore.						
7,272	6,192	- -	- -	5	625	397	445	889	—	—	—	—
- -	3	- -	- -	- -	4,926	202,160 (including Penang).	186,665	190,193	171,383	100,039	144,428	89,807
7,828,015	6,720,771	6,260,430	6,985,988	6,581,749	6,960,452	7,495,542	7,345,909	6,692,055	5,380,329	6,463,907	7,061,832	5,981,322
283	- -	6	- -	2	9	3	- -	- -	27	—	—	2
512	406	1,655	923	5	6,369	49	8	24	- -	3	3	19
- -	1,393	- -	- -	- -	- -	1	3	—	—	—	—	—
3,021	249	- -	- -	- -	1,202	- - -	- -	2	—	—	—	—
1,113	428	1,847	2,073	135	289	354	371	19	13	6	11	9
- -	- -	- -	- -	2	1	- - -	6	—	—	—	—	—
- -	1,901	- -	2	- -	3,575	1	1	1	- -	- -	1	—
- -	- -	- -	- -	- -	3	—	—	—	—	—	—	—
1,725	- -	- -	- -	60	1,816	23	- -	- -	- -	- -	1	—
- -	- -	- -	70	100	- -	4	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- - -	2	1	—	—	—	—
2,887	52	- -	- -	- -	3	1	—	—	—	—	—	—
1,114	22,361	987	- -	- -	- -	4,012	—	- -	- -	7,783	6	—
- -	- -	2	- -	- -	3	3	- -	- -	10	5	—	—
3,564	10,467	9,720	13,056	9,567	27,453	4,845	4,779	6,859	50	6,789	2,498	—
- -	- -	- -	- -	- -	80	- - -	- -	12	—	—	—	—
14,219	37,257	14,217	16,124	9,871	40,803	9,296	5,170	6,918	100	14,586	2,520	30
- -	1,990	- -	3,274	14,964	13,067	- - -	2	—	—	—	—	—
50	17,245	20,595	974	162	9,062	1	7	11	3	- -	3	—
5	- -	- -	33,585	- -	4,463	—	—	6	—	—	—	—
234	- -	78	532	55	7	10	410	527	- -	- -	2	75
1,304	- -	2,364	45,289	1,564	—	—						
- -	10,556	3,773	409	- -	- -	- - -	- -	11	- -	- -	4	—
2	- -	- -	- -	4	- -	1	28	3	- -	1	—	—
15,814	67,048	41,027	100,187	26,620	67,402	9,308	5,617	7,476	103	14,587	2,529	105
168,430	182,429	65,334	150,840	120,059	66,072	57,477	106,480	85,190	9,390	62,060	44,927	54,796
150,192	145,285	28,574	156,127	74,479	116,716	59,475	53,195	15,640	4,152	8,272	19,094	903
75,744	85,885	62,775	74,197	83,360	81,076	49,015	52,881	43,970	29,978	49,627	45,068	43,770
260,434	128,507	179,301	195,338	193,283	118,132	116,254	57,978	88,205	49,316	82,313	91,547	106,688
2,110,404	1,377,477	1,541,808	2,091,607	1,615,564	1,976,512	2,109,214	2,209,811	1,878,044	1,480,908	1,773,658	2,193,964	2,141,221
1,691	800	299	- -	1,188	—	—	—	—	—	—	—	—
32,869	9,867	9,767	25,186	19,308	9,834	950	5,022	- -	16	526	2,912	494
188,318	173,131	101,346	184,363	133,211	133,568	123,666	137,752	84,478	23,624	92,518	59,232	33,479
28,925	18,851	6,415	12,426	8,086	15,205	4,679	2,697	5,825	805	11,901	4,980	6,458
209,101	200,453	154,917	216,255	202,461	189,582	206,529	227,555	175,469	120,303	186,658	196,750	180,982
153,268	188,446	125,947	167,321	185,041	135,003	120,393	131,917	118,266	62,879	91,150	118,629	130,149
- -	- -	- -	- -	- -	- -	- - -	3	1	—	—	—	—
357,244	349,581	116,142	305,511	255,702	143,019	272,595	282,998	265,297	62,080	95,607	96,136	43,678
1,114	22,361	2,138	- -	- -	- -	18,637	11,433	5,346	- -	46,039	6	2
- -	1	2	- -	30	3	1,150	- -	- -	10	24	11	—
3,263,655	2,848,138	3,162,115	2,932,063	2,972,592	3,185,222	3,425,227	3,244,383	3,178,520	2,816,928	3,302,946	3,397,671	2,607,007
158,716	107,585	175,635	98,369	49,510	151,275	215,966	294,539	246,384	274,473	301,186	296,500	279,469
7,160,105	5,838,797	5,732,515	6,609,603	5,913,874	6,321,219	6,781,227	6,818,644	6,190,635	4,934,862	6,104,485	6,567,427	5,629,096
63,447	288,364	183,606	235,170	477,997	346,412	400,905	305,026	301,279	261,933	273,920	352,465	262,374
334,949	316,378	163,920	6,886	162	84,856	89,452	12,523	11	3	31	31	57
88,828	94,168	52,254	83,303	34,000	65,233	29,791	27,459	15,903	12,251	7	4	13
234	- -	2,165	532	329	7	917	736	607	- -	11	2	80
188,992	233,361	158,224	150,272	181,998	204,576	Included with Singapore.						
7,272	16,748	3,773	409	5	625	397	445	900	—	—	4	—
2	3	- -	- -	4	4,926	202,161 (including Penang).	186,693	190,196	171,383	100,040	144,428	89,807
7,843,829	6,787,819	6,301,457	7,086,175	6,608,369	7,027,854	7,504,850	7,351,526	6,699,531	5,380,432	6,478,494	7,064,361	5,981,427

4.—COFFEE Imported from the *British West Indies, British Guiana,* - - - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851: To 15 April.	1851: From 15 April.	1851: Total.	1852.	1853.
COFFEE, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.* See Note. *	*Lbs.*	*Lbs.*	*Lbs.*
Antigua	131	7,387	21	16	—	—	22	—	—	—	—
Barbadoes	922	854	689	927	1,139	235	—	—	—	—	—
Dominica	42,636	21,085	19,201	304	1,876	792	—	—	—	—	—
Grenada	91,047	7,639	238	184	120,561	102	—	—	—	—	—
Jamaica	5,090,133	6,011,249	6,570,363	4,945,702	3,399,764	4,156,210	203,601	—	—	—	—
Montserrat	—	100	—	—	—	—	—	—	—	—	—
Nevis	20	—	—	—	—	—	—	—	—	—	—
St. Christopher	—	302	—	—	—	—	—	—	—	—	—
St. Lucia	8,781	785	2,004	51	—	35	—	—	—	—	—
St. Vincent	—	—	133	—	—	3	—	—	—	—	—
Tobago	190	—	—	—	—	—	—	—	—	—	—
Tortola	—	—	—	—	—	—	—	—	—	—	—
Trinidad	9,630	71,348	12,578	5,917	4,779	96,376	—	—	—	—	—
Bahamas	—	—	—	—	—	—	—	—	—	—	—
Bermudas	—	84	—	121	—	—	—	—	—	—	—
Demerara	228,809	30,560	83,815	98,826	37,834	7,774	977	—	—	—	—
Berbice	716,778	31,134	74,061	23,080	25,419	698	—	—	—	—	—
Total from the British West Indies and British Guiana	6,189,077	6,182,527	6,763,103	5,075,128	3,591,372	4,262,225	204,600				
From Mauritius	199	1,307	42,867	43,712	1,396	12,409	—				
British Possessions in the East Indies; viz.—											
Bengal Presidency						84,375	—				
Madras Presidency	387,261	362,240	304,220	329,469	1,238,803	411,684	4,499				
Bombay Presidency						1,184,598	12,375				
Penang						—	—				
Ceylon	16,657,239	17,735,264	27,189,159	30,521,869	35,434,960	30,857,831	1,851,872				
Singapore	131	2,487	1,724	127	76,836	151	—				
Aggregate of the Importations from the British Possessions enumerated above	23,233,907	24,283,825	34,301,073	35,970,305	40,338,367	36,813,273	2,073,346				
COFFEE, of Foreign Produce:											
Antigua	62	—	1,638	240	—	—	—				
Barbadoes	137	10	61	—	5,871	—	—				
Dominica	—	—	—	—	—	—	—				
Grenada	—	—	—	—	—	—	—				
Jamaica	158,946	49,678	1,735	2,191	13,872	456	40				
St. Christopher	—	—	—	—	—	9	—				
St. Lucia	—	84	—	—	—	—	—				
St. Vincent	—	—	—	48	—	117	—				
Tobago	72	—	—	90	—	—	—				
Tortola	—	—	—	—	—	—	—				
Trinidad	—	172	84	45	106	68	—				
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563				
Bermudas	53	43	3,711	12,335	18	8	—				
Demerara	157	—	134	37	761	2,840	178				
Berbice	—	—	—	—	124	—	—				
Total from the British West Indies and British Guiana	166,872	75,237	7,689	52,522	144,637	81,365	7,781				
From Mauritius	103,532	280	10,941	267	245	7,976	—				
British Possessions in the East Indies; viz.—											
Bengal Presidency						551	—				
Madras Presidency	3,876,744	2,448,233	2,104,520	2,157,007	1,517,040	15,745	102				
Bombay Presidency						2,148,404	802,330				
Penang						—	—				
Ceylon	225	142	865	231	73	2,078	72				
Singapore	715,881	521,297	68,463	32,681	881,926	668,651	5,476				
Aggregate of the Importations from the British Possessions enumerated above	4,863,254	3,045,189	2,192,483	2,242,708	2,543,921	2,919,770	815,761				
COFFEE of all Sorts, collectively:											
Antigua	193	7,387	1,659	256	—	—	22	171	193	—	—
Barbadoes	1,059	864	750	927	7,010	235	—	2,147	2,147	295	377
Dominica	42,636	21,085	19,201	304	1,876	792	—	561	561	4,310	169
Grenada	91,047	7,639	238	184	120,561	102	—	205	205	285	337
Jamaica	5,249,079	6,061,017	6,572,098	4,947,893	3,413,636	4,156,666	203,641	3,763,179	3,966,820	3,786,796	3,073,772
Montserrat	—	100	—	—	—	—	—	—	—	—	—
Nevis	20	—	—	—	—	—	—	—	—	—	—
St. Christopher	—	302	—	—	—	9	—	2,594	2,594	121	20
St. Lucia	8,781	869	2,004	51	—	35	—	—	—	425	114
St. Vincent	—	—	133	48	—	120	—	1,272	1,272	—	15
Tobago	262	—	—	90	—	—	—	423	423	27	—
Tortola	—	—	—	—	—	—	—	—	—	—	—
Trinidad	9,630	71,520	12,662	5,962	4,885	96,444	—	1,678	1,678	2,582	2,525
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563	—	7,563	—	223,005
Bermudas	53	127	3,711	12,456	18	8	—	—	—	—	25
Demerara	228,966	30,560	83,949	98,863	38,595	10,614	1,155	16,289	17,444	28,372	6,043
Berbice	716,778	31,134	74,061	23,080	25,543	698	—	94	94	6,518	433
Total from the British West Indies and British Guiana	6,355,949	6,257,764	6,770,792	5,127,650	3,736,009	4,343,590	212,381	3,788,613	4,000,994	3,829,731	3,306,835
From Mauritius	103,731	1,587	53,808	43,979	1,641	20,385	—	254	254	13,857	76,566
British Possessions in the East Indies; viz.—											
Bengal Presidency						84,926	—	3,003	3,003	94,870	16,451
Madras Presidency	4,264,005	2,810,473	2,408,740	2,486,476	2,750,843	427,129	4,601	1,282,031	1,286,632	849,227	809,074
Bombay Presidency						3,333,002	814,705	1,425,975	2,240,680	2,213,616	3,325,932
Penang						—	—	285,146	285,146	—	471
Ceylon	16,657,464	17,735,406	27,190,024	30,522,100	35,435,033	30,859,909	1,851,944	27,012,018	28,863,962	35,316,936	30,361,522
Singapore	716,012	523,784	70,192	32,808	958,762	663,802	5,476	91,570	97,046	55,361	372,367
Aggregate of the Importations from the British Possessions enumerated above	28,097,161	27,329,014	36,493,556	38,213,013	42,882,288	39,733,043	2,889,107	33,888,610	36,777,717	42,373,598	38,269,218

* Since 15th April 1851, Coffee, of whatever growth, has been chargeable with the same rate of Duty; and the distinction between the Produce

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
45	- - -	30	84	- - -	76	- - -	23	- - -	- - -	- - -	- - -	24	—
2,700	51	446	1,409	1,882	45	216	171	- - -	61	744	313	51	276
219	460	244	1,897	119	1,229	2,077	475	252	326	123	532	- - -	312
207	231	73	226	71	213	27	2,378	- - -	74	598	57	- - -	106
3,521,864	3,070,580	1,724,474	3,588,864	2,955,013	2,389,913	3,827,371	4,078,249	3,511,474	5,484,212	2,462,616	3,325,311	4,432,222	2,586,400
—	—	—	—	—	—	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—	—	—	—	—	—
- - -	- - -	- - -	- - -	- - -	161	- - -	- - -	- - -	- - -	- - -	180	—	—
62	- - -	2,158	146	79	910	- - -	45,780	- - -	- - -	3,561	—	—	—
- - -	- - -	- - -	- - -	31	- - -	114	- - -	27	- - -	- - -	- - -	15,782	44,477
- - -	- - -	- - -	47	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,045	1,942	10,121	2,482	961	49,335	1,037	1,477	1,503	1,517	1,849	3,457	4,981	13,405
6,607	28	393,059	458,433	3,287	179,607	- - -	302,816	32,089	72	- - -	593,104	61,844	10,053
- - -	2,166	179	441	- - -	- - -	108	41	- - -	61	161	288,677	221	—
3,664	1,756	1,569	1,591	2,161	919	4,974	1,113	873	1,830	18,799	45,927	10,636	291
- - -	350	179	760	454	841	348	175	28	332	2,944	15,045	2,634	3,962
3,536,509	3,083,564	2,132,532	4,056,879	2,964,038	2,573,309	3,836,332	4,432,698	3,546,306	5,488,485	2,491,302	4,272,603	4,528,420	2,659,282
51,614	519	378	402	1,378	1,130	2,038	241	271	122	275	169	13,353	463,578
13,131	168,273	119,143	3,260	124,865	802,502	63,721	1,469	1,309	3,348	117,107	12,291	6,871	23,545
920,915	1,3[illegible],517	653,880	1,042,238	754,055	3,585,356	3,042,289	6,033,787	8,515,056	7,645,879	13,861,486	13,003,133	12,107,755	13,111,024
2,311,720	1,553,420	3,696,032	2,501,818	1,895,014	669,408	2,328,802	1,525,206 included with Singapore.	1,953,391	3,091,392	3,149,967	2,911,676	921,750	567,053
134	201	973	78,235	57,052	1,139	803							
41,755,554	30,443,407	34,960,017	32,777,053	43,755,163	42,864,978	59,322,797	53,505,993	55,285,723	79,793,201	69,011,290	90,455,468	81,428,370	83,472,850
305,607	1,321,339	550,386	63,392	165,522	1,703,890	1,527,332	1,482,403 (including Penang).	3,547,747	1,620,477	1,253,020	1,005,947	971,425	2,301,814
48,895,184	46,880,830	42,123,241	40,522,777	49,717,707	51,701,721	70,724,114	66,981,800	72,850,793	97,042,904	89,887,597	112,341,278	100,037,414	102,859,146

f British Possessions and Foreign Produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

5.—COCOA Imported from the *British West Indies, British Guiana,* - - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	To 4 June.
COCOA, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua	-	1,968	-	-	-	-	4,770	—	—
Barbadoes	6,422	40	35,923	19,006	51	3,222	30,433	17,722	58,498
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232	7,579
Grenada	342,092	353,663	299,802	464,703	424,651	609,911	419,309	604,299	94,287
Jamaica	-	64	-	1	1	123	28	—	—
St. Christopher	—	—	—	—	—	—	—	—	—
St. Lucia	30,979	2,010	15,283	16,917	7,928	1,372	15,986	9,428	18,622
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287	106
Tobago	-	-	-	-	-	71	—	—	—
Tortola	—	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,811,254	3,290,885	1,683,854
Bermudas	-	-	-	3	—	—	—	—	—
Demerara	-	-	-	-	-	21	15,020	10	—
Berbice	-	-	-	3	—	—	—	—	—
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,848	3,026,381	2,602,309	3,159,086	1,987,717	4,347,195	3,933,863	1,862,946
From Mauritius	-	-	2,006	-	-	-	30	2,106	—
British Possessions in the East Indies; viz.—									
Bengal Presidency	-	-	-	-	-	-	8	—	—
Madras Presidency	-	-	-	-	-	-	—	—	—
Bombay Presidency	-	-	-	-	-	-	—	—	—
Singapore	—	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,848	3,028,387	2,602,309	3,159,086	1,987,717	4,347,233	3,935,969	1,862,946
COCOA, of Foreign Produce:									
Antigua	—	—	—	—	—	—	—	—	—
Barbadoes	-	-	-	-	5	-	2	—	—
Grenada	-	-	-	-	92	43	—	—	—
Jamaica	-	111	-	44	—	—	—	—	—
St. Lucia	-	-	145	—	—	—	—	—	—
St. Vincent	—	—	—	—	—	—	—	—	—
Trinidad	-	-	-	-	-	-	1,107	2,741	—
Bahamas	—	—	—	—	—	—	—	—	—
Bermudas	-	-	-	15	—	—	—	—	—
Demerara	-	-	-	110	-	-	-	1,847	—
Berbice	—	—	—	—	—	—	—	—	—
TOTAL from the British West Indies and British Guiana	-	111	145	169	97	43	1,109	4,588	—
From Mauritius	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—									
Bengal Presidency	-	-	-	-	-	748	—	—	—
Madras Presidency	-	-	-	-	-	—	—	—	—
Bombay Presidency	-	-	-	-	-	-	709	—	—
Singapore	-	-	-	-	-	89	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	-	111	225	176	97	880	1,818	4,588	—
COCOA, of all Sorts, collectively:									
Antigua	-	1,968	-	-	-	-	4,770	-	-
Barbadoes	6,422	40	35,923	19,006	56	3,222	30,435	17,722	58,498
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232	7,579
Grenada	342,092	353,663	299,802	464,703	424,743	609,954	419,309	604,299	94,287
Jamaica	-	175	-	45	1	123	28	-	-
Montserrat	-	-	-	-	-	-	-	-	-
Nevis	-	-	-	-	-	-	-	-	-
St. Christopher	-	-	-	-	-	-	-	-	-
St. Lucia	30,979	2,010	15,428	16,917	7,928	1,372	15,986	9,428	18,622
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287	106
Tobago	-	-	-	-	-	71	-	-	-
Tortola	—	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,812,361	3,293,626	1,683,854
Bahamas	-	-	-	-	-	-	-	-	-
Bermudas	-	-	-	18	-	-	-	-	-
Demerara	-	-	-	110	-	21	15,020	1,857	-
Berbice	-	-	-	3	-	-	-	-	-
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,959	3,026,526	2,602,478	3,159,183	1,987,760	4,348,304	3,938,451	1,862,946
From Mauritius	-	-	2,006	-	-	-	30	2,106	—
British Possessions in the East Indies; viz.—									
Bengal Presidency	-	-	-	-	-	748	8	—	—
Madras Presidency	-	-	80	7	-	-	-	-	-
Bombay Presidency	-	-	-	-	-	-	709	-	-
Singapore	-	-	-	-	-	89	-	-	-
Ceylon	-	-	-	-	-	-	-	-	-
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,959	3,028,612	2,602,485	3,159,183	1,988,597	4,349,051	3,940,557	1,862,946

* Since 4 June 1853, Cocoa, of whatever growth, has been chargeable with the same rate of duty; and the distinction between the Produce

- - - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1853: From 4 June.	Total.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Lbs. *See Note.* *	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
- - -	- - -	- - -	- - -	- - -	- - -	8,069	29	27	96	17,965	—	—	—	—	—
112	58,610	77,894	39,411	119,670	33,301	5,372	14,632	128,478	12,498	7,499	22,850	- -	11,840	1,562	3,936
4,398	11,977	- - -	12,461	37,284	36,634	82,480	107,832	90,126	88,065	90,089	55,583	99,638	69,902	40,187	70,602
489,496	583,783	607,887	783,417	796,499	949,865	1,249,544	833,079	787,704	1,148,722	1,378,925	1,137,005	883,331	1,194,698	1,511,904	1,769,283
- - -	- - -	130	64	10	562	3,544	3,490	9,648	52,870	45,727	41,271	23,288	17,500	47,123	38,219
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	293	—	—	—	—	—	—	—
- - -	- - -	- - -	- - -	- - -	73	10,396	—	—	—	—	—	—	—	—	—
- - -	- - -	1,131	- - -	- - -	- - -	- - -	204	557	- - -	11	- - -	- - -	- - -	- - -	1,119
2,633	21,455	5,913	63,906	111,291	193,831	130,197	110,775	34,451	126,301	151,706	183,177	154,936	166,969	140,462	86,445
9,774	9,880	14,034	20,489	13,587	19,214	17,006	4,221	3,441	2,660	144	4,311	61	6,003	6,534	18,517
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,453	- - -	- - -	12,791
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,621,557	4,303,411	2,042,617	3,874,716	3,274,466	2,643,605	2,905,795	3,133,739	2,458,767	3,339,593	2,930,692	4,369,518	2,769,549	3,210,403	3,619,081	4,948,132
- - -	- - -	- - -	- - -	- - -	- - -	742	3,184	- - -	- - -	633	—	—	—	—	—
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,647
2,143	2,143	43	- - -	23	55,036	55,522	- -	220,095	11,640	- -	131,393	85,291	115,915	108,060	137,458
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,287	—	—	—
3,130,313	4,993,259	2,749,649	4,794,464	4,359,830	3,932,121	4,468,667	4,211,185	3,733,587	4,782,445	4,623,391	5,945,108	4,018,834	4,793,290	5,474,913	7,088,149
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- - -	- - -	- - -	101	- - -	- - -	- - -	- - -	406	- - -	- - -	288	382	574	—	—
- - -	- - -	- - -	- - -	- - -	10	20	—	—	—	—	—	—	—	—	—
- - -	- - -	177	6	—	—	—	—	—	—	—	—	—	—	—	—
- - -	- - -	- - -	- - -	- - -	- - -	279	—	—	—	—	—	—	—	—	—
3,130,313	4,993,259	2,749,826	4,794,571	4,359,830	3,932,131	4,468,966	4,211,185	3,733,993	4,782,445	4,623,391	5,945,396	4,019,216	4,793,864	5,474,913	7,088,149

of British Possessions and Foreign Produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

6.—COTTON WOOL Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua - - -	- -	36,388	- -	- -	- -	- -	566	4,592	3,997	1,644	- -
Barbadoes - - -	227,653	380,248	203,062	99,486	75,952	16,031	86,948	230,384	118,051	60,590	79,321
Dominica - - -	- -	- -	- -	- -	- -	- -	1,738	2,912	2,310	1,512	819
Grenada - - -	30,596	9,335	8,429	2,524	2,027	3,265	24,715	4,368	13,104	59,234	38,898
Jamaica - - -	68,013	49,392	47,005	65,232	95,843	28,056	93,647	47,600	11,879	7,027	- -
Montserrat - -	- -	- -	- -	- -	- -	- -	112	- -	- -	- -	- -
Nevis - - -	- -	- -	- -	- -	- -	84	587	560	392	2,850	409
St. Christopher - -	- -	- -	- -	- -	- -	154	634	1,008	6,368	2,576	- -
St. Lucia - - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
St. Vincent - -	28,099	53,382	22,984	26,497	21,130	22,796	42,687	38,976	34,370	40,153	17,102
Tobago - - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,543
Tortola - - -	224	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Trinidad - - -	102,752	26,066	4,088	27,602	47,915	9,243	28,767	46,480	41,971	105,681	58,509
Bahamas - - -	824,181	257,507	54,826	184,050	461,538	3,393	8,532	96,992	- -	5,376	114,685
Bermudas - - -	30,661	- -	- -	- -	422	- -	- -	- -	- -	- -	- -
Demerara - - -	42,898	275,901	348,681	235,046	239,480	145,891	157,596	229,824	117,986	122,467	155,166
Berbice - - -	39,370	113,638	104,858	- -	- -	- -	- -	- -	- -	- -	- -
TOTAL from the British West Indies and British Guiana	1,394,447	1,201,857	793,933	640,437	944,307	228,913	446,529	703,696	350,428	409,110	468,452
From Mauritius - -	275	739	- -	- -	1,785	- -	2,098	- -	- -	19,040	82,432
British Possessions in the East Indies; viz.—											
Bengal Presidency -						85,789	1,175,940	557,088	7,660,242	1,144,416	86,912
Madras Presidency -	58,255,306	34,033,721	83,542,864	83,773,078	70,162,364	5,571,450	6,460,782	3,808,224	12,718,114	5,420,576	6,310,528
Bombay Presidency -						112,408,140	112,373,721	80,492,272	159,069,494	110,179,104	137,089,232
Ceylon - - -	182,120	506,422	391,750	326,766	675,934	807,363	2,616,519	64,848	1,817,642	3,044,135	1,692,544
Singapore - - -	- -	- -	- -	2,117	217	- -	14	- -	582,668	47,778	- -
AGGREGATE of the Importations from the British Possessions enumerated above - - -	59,832,148	35,742,739	84,728,547	84,742,398	71,784,607	119,101,655	123,075,603	85,626,128	182,198,588	120,264,159	145,730,100

- - - - - *Mauritius,* and the *British* Possessions in the *East Indies.*

1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
31,024	- -	- -	- -	- -	- -	- -	7,280	13,328	141,904	464,016	672,000
51,632	28,000	3,472	16,352	58,912	39,424	16,464	1,854,272	134,400	382,928	170,912	112,112
- -	- -	- -	- -	- -	- -	- -	- -	112	6,608	2,016	2,576
67,760	42,336	57,456	63,168	67,424	75,152	68,096	129,248	154,784	328,384	195,664	231,840
15,232	448	5,712	8,064	18,592	- -	251,216	204,512	521,248	65,184	309,120	15,008
- -	- -	- -	- -	112	896	- -	- -	1,680	6,832	13,552	5,376
- -	- -	- -	- -	- -	- -	- -	- -	112	4,144	51,856	96,096
896	- -	- -	4,592	3,584	10,304	5,712	2,240	20,384	92,064	431,200	271,824
- -	560	- -	- -	- -	- -	112	1,232	17,248	11,200	11,088	5,152
35,616	69,328	57,120	41,440	55,552	54,432	42,336	71,232	24,304	64,064	66,080	185,024
336	- -	112	- -	224	224	672	3,360	18,032	8,176	9,520	19,712
- -	- -	- -	- -	- -	- -	448	--	—	—	—	—
49,728	77,280	16,240	29,008	31,248	17,248	38,528	18,144	56,000	588,336	1,157,072	1,596,000
- -	1,113,392	- -	- -	585,984	784	4,840,640	22,625,008	25,515,168	14,485,632	465,696	1,188,992
- -	- -	- -	- -	- -	10,080	562,688	7,146,384	16,602,096	3,278,352	375,984	784
210,560	112,224	227,696	429,632	229,152	277,760	299,152	265,216	250,656	292,656	227,584	387,968
- -	- -	- -	- -	- -	- -	- -	112	10,976	58,016	24,976	20,608
462,784	1,443,568	367,808	592,256	1,050,784	486,304	6,126,064	32,328,240	43,340,528	19,814,480	3,976,336	4,811,072
- -	1,713,712	1,678,656	1,332,128	3,164,000	816,256	2,010,176	180,208	92,960	16,800	2,488,640	2,278,192
1,418,928	2,534,560	190,400	182,560	343,168	51,744	9,981,216	44,560,768	54,815,040	41,170,640	102,283,328	75,966,128
8,696,128	17,245,424	5,438,944	4,209,184	12,909,232	19,676,384	37,871,456	49,457,184	47,245,296	49,128,240	84,800,576	49,094,192
168,263,536	228,521,328	123,769,408	186,128,656	188,788,656	345,159,024	343,091,504	336,469,952	400,181,376	353,078,208	421,134,480	372,572,256
1,966,384	2,036,832	3,323,824	1,807,120	2,100,112	4,102,896	1,709,456	3,714,256	3,639,888	2,387,280	3,618,272	660,688
151,648	- -	- -	3,360	- -	50,400	896	218,624	645,792	183,232	465,584	23,744
180,959,408	253,495,424	134,769,040	194,255,264	208,355,952	370,343,008	400,790,768	466,929,232	549,960,880	465,778,880	621,767,216	505,406,272

7.—FOREIGN SUGAR Imported into the United Kingdom

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
UNREFINED SUGAR:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Foreign West India Islands — Cuba	197,460	499,906	875,420	694,203	664,264	489,502	811,081	432,364	946,826
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561	143,501
Guadaloupe	—	—	—	—	—	—	—	—	—
Martinique	—	—	—	—	—	—	—	—	—
St. Martin	—	—	—	—	211	—	—	—	—
St. Eustatius	3,308	—	2,270	—	—	—	311	—	6
St. Croix	—	168	72,294	53,831	46,142	7,533	8,740	8,354	1,387
St. Thomas	—	—	—	2	6,162	3	1	—	1
St. John	—	—	724	—	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	—	—	121	4,461	2,418	1,653	29,242
United States of America	22,232	199	306	1,672	7,505	160	4,079	788	27,643
Central America	—	—	—	—	—	—	—	—	—
New Granada	6,890	1,956	1,044	3,310	989	75	79	42	1
Venezuela		11,593	4,853	5,010	8,657	4,262	1,431	—	—
Brazil	325,339	300,509	699,201	652,024	561,660	362,686	720,424	289,999	671,149
Chili	—	—	11	—	29	2	—	3	11
Peru	—	4	44	—	—	—	—	—	1
Eastern Coast of Africa	586	—	1,124	—	651	—	—	838	—
Bourbon (Réunion)	—	—	—	—	—	—	—	—	—
Siam	163	—	17,948	2	—	8,524	—	—	—
Java	46,854	80,911	193,699	69,193	72,366	58,438	56,124	18,807	29,567
Philippine Islands	118,581	73,120	173,838	143,505	87,710	144,514	220,229	76,191	48,053
China	5,744	58,222	89,011	36,078	3	609	4	41,717	1
Russia	—	—	—	—	1	5	8	4	23
Denmark	—	—	—	—	—	—	—	—	—
Prussia	—	2,323	—	—	—	1,809	364	—	1
Hanseatic Towns	—	—	1	2	4	2,321	1,110	1,751	1
Holland	4,485	7,558	—	10,297	12	17,750	21,113	36,445	1,339
Belgium	—	10,978	4,144	343	2	—	—	44	—
Channel Islands	—	—	—	—	3,660	12,033	99,921	77,037	31,356
France	—	—	1,71 7	—	—	28,935	8,855	16,529	4,492
Portugal	654	—	—	—	1	1	4,366	—	6,223
Spain	—	2	—	4	1	—	3	1	6
Gibraltar	540	2	—	—	1	—	—	—	—
Italy, Sardinian Territories	—	—	—	—	—	2,316	—	—	—
—— Tuscany	—	—	4,003	—	—	—	—	—	6
—— Venetia	—	—	—	—	3	471	—	1	—
Illyria, Croatia, and Dalmatia									
British North American Colonies	21,264	9,052	1,773	7,661	12,299	20	8,307	3,812	20,872
British Possessions in Australia	—	—	3	2	6	205	6	62	34
British Possessions in South Africa	1	—	1	997	3	842	1	5	6
St. Helena	—	—	—	—	—	—	—	—	2
Other Parts	119	8	31	14	20	9	34	61	1,444
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	905,934 5,987	1,154,476 43,196	2,391,941 17,040	1,846,467 9,122	1,714,418 10,731	1,327,450 23,073	2,269,594 26,710	1,059,069 9,495	1,963,194 14,206
AGGREGATE of the Importations from all Parts	911,921	1,197,672	2,408,981	1,855,589	1,725,149	1,350,523	2,296,304	1,068,564	1,977,400
REFINED SUGAR AND SUGAR CANDY:									
Foreign West India Islands — Cuba	16	13,292	39,124	40,629	47,864	48,670	19,304	33,784	24,091
Porto Rico	—	—	—	—	—	—	—	—	18
Guadaloupe	—	—	—	—	—	—	—	—	—
St. Croix	—	—	147	3	70	—	4	—	—
St. Thomas	—	—	—	—	—	2	—	1	—
United States of America	—	4	130	10	11	6,449	610	8	16
Central America	—	—	—	—	—	—	—	—	—
New Granada	—	5	25	1,264	480	—	—	—	—
Venezuela	—	—	—	—	92	—	—	—	—
Brazil	—	1,558	2,474	1,756	1,084	6	9	5	59
Chili	—	—	—	—	—	—	1	—	1
Peru	2	—	—	—	1	—	—	—	3
Java	20	—	513	1	—	1	—	—	6
Philippine Islands	—	—	1	—	—	—	—	—	—
China	14	3	2	4	5	9	9	3	5
Russia	—	—	—	—	256	2	2	2	—
Denmark	3	—	—	6	2	—	—	—	—
Prussia	—	—	—	—	—	—	—	104	—
Hanseatic Towns	3,012	140	712	491	69	1,301	249	1,013	1,344
Holland	198,345	70,509	37,216	141,366	186,799	273,710	307,387	206,015	201,984
Belgium	14,421	5,279	3,884	10,087	9,365	14,373	77,669	56,282	91,121
Channel Islands	—	—	—	—	70	430	1,906	2,082	63
France	290	—	87	3	8	224	9,794	167	737
Portugal	—	—	—	—	—	—	—	—	—
Spain	—	—	—	—	—	—	—	—	—
Gibraltar	—	—	—	—	—	—	—	—	—
Italy, Sardinian Territories	—	—	—	—	—	—	—	—	—
—— Tuscany	—	—	—	—	—	—	—	—	—
—— Venetia	—	—	—	—	—	—	—	—	—
—— Illyria, Croatia, and Dalmatia									
British North American Colonies	7	1	—	3	4	5	2	5	1
British Possessions in Australia	—	—	—	—	18	—	—	1	—
British Possessions in South Africa	—	—	—	—	—	—	—	1	3
Other Parts	2	3	4	4	16	4	86	3	2
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	216,132 1	90,794 3	84,319 5	195,627 17	246,214 2,384	345,186 8	417,032 19	299,476 35	319,454 24
AGGREGATE of the Importations from all Parts	216,133	90,797	84,324	195,644	248,598	345,194	417,051	299,511	319,478

* The Quantities of Foreign Sugar exhibited above, as imported from certain British Possessions in the year 1854, represent the having, by reason of the equalisation of the duties,

7.—FOREIGN SUGAR Imported into the United Kingdom.

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1,598,993	711,832	736,166	999,310	1,593,655	1,644,933	1,382,398	2,046,210	2,152,509	2,113,687	2,887,795	2,210,806	1,672,512	2,[illegible],448
378,377	239,246	199,724	197,067	362,732	216,895	262,713	518,635	438,521	545,444	452,219	270,471	167,447	245,069
- -	- -	- -	- -	- -	- -	- -	- -	- -	19,609	—	—	3,373	—
- -	- -	- -	- -	- -	- -	- -	- -	1	2	355	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
930	- -	2,822	—	—	—	—	—	—	—	—	—	—	—
27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—	—	—	4,715	—
668	727	11	8	9,422	8	1,267	57	46	27	24	375	4,108	374
—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907	48,190	49,555	62,591
68,210	15,242	21,872	264,003	29,718	45,684	3,894	263,859	478	183	251,701	9,288	5,871	58,194
- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182	18,092	10,573	36,516
- -	1	- -	2	- -	2	4	53	4	181	4,959	5	144	4,326
1,164	83	61	2	- -	2	2	- -	- -	- -	- -	- -	145	291
579,303	468,678	531,176	850,907	36,325	1,118,597	432,943	751,781	1,263,101	1,191,400	1,189,496	1,019,56	1,333,296	1,094,730
- -	1	- -	2	3	3	2	- -	1	- -	- -	- -	- -	3,402
4	7	6	3	6	2	143	2,906	4	1	11,701	3,365	3	8
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	981	5,698	560	1,719
4,612	- -	- -	- -	- -	- -	7,327	6,271	- -	- -	- -	- -	5,568	—
- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	- -	1,928	429	—
132,424	73,961	8,682	32,130	13,606	124,767	157,742	104,687	53,758	6,754	- -	- -	5,699	1,817
351,110	319,412	390,791	398,608	257,785	364,065	381,809	513,749	345,414	831,510	358,488	583,910	524,563	346,268
6	3	18,345	61,700	11,945	912	36,653	9,030	7,528	10,589	12	4	1	11
- -	58	239	9	1	4	11	4	2	2	7	2	3	5
28	7,390	4,120	- -	- -	2	4,988	- -	195	8	5	- -	2	2
6	1	- -	4	1	1,131	3	230	1	- -	3,394	7,726	17,800	18,737
481	916	1,977	17,023	2,348	5,756	13	2,326	8,188	1,689	32,519	109,029	257,184	525,044
731	59,930	15,010	6,822	453	381	112,984	25,492	72,071	2,020	16,102	34,581	10,686	22,511
- -	11,753	221	4,381	15,176	16,291	14,504	1,566	65,226	83,333	61,815	153,393	184,187	250,106
16,623	1,594	- -	31	- -	2	70	- -	51	5	457	1,714	28	7
4,680	300,328	65,244	137,015	390,289	180,981	547,669	63,591	347,521	204,262	179,952	666,793	551,047	489,859
3,207	38,041	13,786	3,155	4,543	1,259	- -	5,685	2,158	19,845	8,200	9,435	2,641	11,896
- -	8,247	11,333	2,022	8,608	- -	5,010	44	14	16	- -	599	122	17
- -	- -	73	5	1	1	- -	- -	15	1	1,742	- -	5	—
- -	- -	2,044	- -	- -	2	14,359	6	- -	- -	- -	- -	654	—
- -	- -	- -	2,715	2	—	—	—	—	—	—	—	—	—
6,714	- -	- -	1	- -	- -	1,269	—	—	—	—	—	—	{ — 909
*8,687	—	—	—	—	—	—	—	—	—	—	—	—	—
* 11	—	—	—	—	—	—	—	—	—	—	—	—	—
* 1	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
144	2,125	2,148	5,652	6,973	19	6,718	8,381	950	4,540	7,720	12,626	2,435	4,198
3,212,394	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733	5,167,590	4,815,356	6,034,055
*7,357	—	—	—	—	—	—	—	—	—	—	—	—	—
3,219,751	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733	5,167,590	4,815,356	6,034,055
66,113	19,831	14,175	15,159	72,130	26,183	22,689	16,506	2,838	21,091	61,545	5,324	1,273	7,770
46	11	- -	- -	2	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	521	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	1	3	- -	10	- -	2	2	2	2	2	4	—	—
47	14	627	208	32	46	3,271	108	1,192	211	40	14	19	20
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2	3	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—
17	12	31	36	13	13	37	7	8	18	408	12	14	5
- -	- -	- -	- -	8	- -	- -	- -	- -	- -	1	- -	- -	13
- -	2	1	2	1	- -	- -	1	1	- -	- -	- -	6	1
41	- -	- -	3	- -	6	997	- -	5	- -	- -	- -	- -	442
- -	- -	- -	2	- -	2	1	- -	- -	1	- -	2	1	1
12	7	11	44	5	4	28	9	5	9	5	9	4	6
15	1	47	4	1	1,134	1	4	- -	6	5,271	2	—	3
26	77	2	1	- -	- -	- -	23	—	—	—	—	—	—
21	1	- -	1	- -	- -	- -	- -	1	- -	59	—	—	—
2,012	1,898	91	137	591	331	15	82	42	39	230	88	2,338	5,041
212,684	215,789	82,657	166,424	118,362	122,702	155,773	134,095	158,295	119,195	563,764	502,101	420,061	419,063
98,186	150,260	52,152	136,234	128,460	92,292	104,012	77,092	63,651	49,737	32,164	46,178	66,577	56,811
572	168	- -	- -	189	350	226	13	1	131	46	2	2	—
15,201	22,971	29,723	9,712	66,703	18,511	57,007	13,751	95,260	105,694	261,954	248,418	167,598	344,041
- -	- -	- -	1	- -	- -	- -	3	34	- -	2	—	—	—
- -	1,618	2,001	597	- -	- -	- -	- -	- -	24	190	—	—	—
- -	- -	9	1	- -	- -	- -	- -	- -	- -	- -	6	1	—
- -	- -	- -	- -	- -	- -	- -	- -	16	- -	1	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8	—
4,483	- -	1	- -	- -	- -	7	- -	- -	5	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
*11	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
6	15	510	23	128	31	23	99	58	4	12	24	14	16
399,493	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694	802,186	657,920	833,235
*62													
399,555	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694	802,185	657,926	833,235

(*continued*)

amount of such importations in the first six months only of that year; the distinction between British and Foreign produce ceased to be observed in the Entries after 5th July.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
FOREIGN SUGAR of all Sorts, collectively:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Foreign West India Islands: viz.—										
Cuba	197,476	513,198	914,544	734,832	712,128	538,172	830,385	466,148	970,917	1,665,106
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561	143,519	378,423
Guadaloupe	-	-	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-	-	-
St. Martin	-	-	-	-	211	—	—	—	—	—
St. Eustatius	3,308	-	2,270	-	-	-	311	-	6	930
St. Croix	-	168	72,441	53,834	46,212	7,533	8,744	8,354	1,387	27,155
St. Thomas	-	-	-	2	6,162	5	1	1	1	668
St. John	-	-	724	—	—	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	-	-	121	4,461	2,418	1,653	29,242	28,125
United States of America	22,232	203	436	1,682	7,516	6,609	4,689	796	27,659	68,257
Central America	-	-	-	-	-	-	-	-	-	-
New Granada	6,890	1,961	1,069	4,574	1,469	75	79	42	1	-
Venezuela		11,593	4,853	5,010	8,749	4,262	1,431	-	-	1,164
Brazil	325,359	302,067	701,675	653,780	562,744	362,692	720,433	290,004	671,208	579,320
Chili	-	-	11	-	29	2	1	3	12	-
Peru	2	4	44	-	1	-	-	-	4	4
Eastern Coast of Africa	586	-	1,124	-	651	-	-	838	-	-
Bourbon (Réunion)	-	-	-	-	-	-	-	-	-	4,612
Siam	163	-	17,948	2	-	8,524	-	-	-	-
Java	46,874	80,911	194,212	69,194	72,366	58,439	56,124	18,807	29,573	132,465
Philippine Islands	118,581	73,120	173,839	143,505	87,710	144,514	220,229	76,191	48,053	351,110
China	5,758	58,225	89,013	36,082	8	618	13	41,720	6	18
Russia	-	-	-	-	257	7	10	6	23	15
Denmark	3	-	-	6	2	-	-	-	-	54
Prussia	-	2,323	-	-	-	1,809	364	104	1	27
Hanseatic Towns	3,012	140	713	493	73	3,622	2,059	2,764	1,345	2,493
Holland	202,830	78,067	37,216	151,663	186,811	291,460	328,500	242,460	203,323	213,415
Belgium	14,421	16,257	8,028	10,430	9,367	14,373	77,669	56,326	91,121	98,186
Channel Islands	-	-	-	-	3,730	12,463	101,827	79,119	31,419	17,195
France	290	-	1,804	3	8	29,159	18,649	16,696	5,229	19,881
Portugal	654	-	-	-	1	1	4,366	-	6,223	3,207
Spain	-	2	-	4	1	-	3	1	6	-
Gibraltar	540	2	-	-	1	-	-	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	2,316	-	-	-	-
—— Tuscany	-	-	4,003	-	-	-	-	-	6	-
—— Venetia	-	-	-	-	3	471	-	1	-	11,197
Illyria, Croatia, and Dalmatia										
British North American Colonies	21,271	9,053	1,773	7,664	12,303	25	8,309	3,817	20,873	* 8,687
British Possessions in Australia	-	-	3	2	24	205	6	63	34	* 22
British Possessions in South Africa	1	-	1	997	3	842	1	6	9	* 1
St. Helena	-	-	-	-	-	-	-	-	2	—
Other Parts	121	11	35	18	36	13	120	64	1,446	150
	1,122,066	1,245,270	2,476,260	2,042,094	1,960,632	1,672,636	2,686,626	1,358,545	2,282,648	3,611,887
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	5,988	43,199	17,045	9,139	13,115	23,081	26,729	9,530	14,230	* 7,419
Aggregate of the Importations from all Parts	1,128,054	1,288,469	2,493,305	2,051,233	1,973,747	1,695,717	2,713,335	1,368,075	2,296,878	3,619,306

* The quantities of Foreign Sugar exhibited above as imported from certain British Possessions in the year 1854, represent the amount of such the Duties, ceased to be observed

Office of the Inspector General of Imports and Exports,
Custom House, London, 14 April 1868.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
731,663	750,341	1,014,469	1,665,785	1,671,116	1,405,087	2,062,716	2,155,347	2,134,778	2,949,340	2,216,130	1,673,785	2,863,218
239,257	199,724	197,067	362,734	216,895	262,713	518,635	438,521	545,444	452,219	270,471	167,447	245,069
- -	- -	- -	- -	- -	- -	- -	- -	20,130	- -	- -	3,373	—
-	- -	- -	- -	- -	- -	- -	1	2	355	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
- -	2,822	—	—	—	—	—	—	—	—	—	—	—
2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	- -	- -	- -	4,715	—
728	14	8	9,432	8	1,269	59	48	29	26	379	4,108	374
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907	48,190	49,555	62,591
15,256	22,499	264,211	29,750	45,730	7,165	263,967	1,670	394	251,741	9,302	5,890	58,214
- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182	18,092	10,574	36,516
1	- -	2	- -	2	4	53	4	181	4,959	7	147	4,328
83	61	2	- -	2	2	- -	- -	- -	- -	- -	145	291
468,690	531,207	850,943	836,338	1,118,610	432,980	751,788	1,263,109	1,191,418	1,189,904	1,019,572	1,333,310	1,094,735
1	- -	2	11	3	2	- -	1	- -	1	- -	- -	3,415
9	7	5	7	2	143	2,907	5	- -	11,701	3,365	9	9
- -	- -	- -	- -	- -	- -	- -	- -	- -	981	5,698	560	1,721
- -	- -	- -	- -	- -	7,327	6,271	- -	- -	- -	- -	5,568	—
- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	- -	1,928	429	—
73,961	8,682	32,133	13,606	124,773	158,739	104,687	53,763	6,754	- -	- -	5,699	2,259
319,412	390,791	398,610	257,735	364,067	381,810	513,749	345,414	831,511	358,488	583,912	524,564	346,269
10	18,356	61,744	11,950	916	36,681	9,039	7,533	10,598	17	13	5	17
59	286	13	2	1,138	12	8	2	8	5,278	4	3	8
7,467	4,122	1	- -	2	4,988	23	195	8	5	- -	2	2
2	- -	5	1	1,131	3	230	2	- -	3,453	7,726	17,800	18,737
2,814	2,068	17,160	2,939	6,087	28	2,408	8,230	1,719	32,749	109,117	259,522	530,085
275,719	97,667	173,246	118,815	123,083	268,757	159,587	230,366	121,215	579,866	536,682	430,747	441,574
162,013	52,373	140,615	143,636	108,583	118,516	78,658	128,877	133,070	93,979	199,571	250,764	306,917
1,762	- -	31	189	352	296	13	52	136	503	1,716	30	7
323,299	94,967	146,727	456,992	199,492	604,676	77,342	442,781	309,956	441,906	915,211	718,645	833,900
38,041	13,786	3,156	4,543	1,259	- -	5,688	2,192	19,845	8,202	9,435	2,641	11,896
9,865	13,334	2,619	8,608	- -	5,010	44	14	40	190	599	122	17
- -	82	6	1	1	- -	- -	15	1	1,742	6	6	—
- -	2,044	- -	- -	2	14,359	6	16	- -	1	- -	654	—
- -	- -	2,715	2	- -	- -	- -	- -	- -	- -	- -	8	—
- -	1	1	- -	- -	1,276	- -	- -	5	- -	- -	- -	{ — 909
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
2,140	2,658	5,675	7,101	50	6,741	8,480	1,008	4,544	7,732	12,650	2,449	4,212
2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427	5,969,776	5,473,276	6,867,290
2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427	5,969,776	5,473,276	6,867,290

importations in the first six months only of that year; the distinction between British and Foreign produce having, by reason of the equalisation of
in the Entries after 5th July.

EDW. BERNARD,
Inspector General.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1867, respectively, stating the Quantity retained for Home Consumption, the Rates of Duty paid, and the Quantity Exported.

YEARS.	Quantities Imported into the United Kingdom.			Quantities retained for Home Consumption.			Rates of Duty chargeable per Cwt.			Quantities re-exported from the United Kingdom.		
	Of British Possessions.	Foreign.	TOTAL.	Of British Possessions.	Foreign.	TOTAL.	Of any British Possessions into which the Importation of Foreign Sugar is prohibited.	Of other British Possessions.	Foreign.	Of British Possessions.	Foreign.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	£. s. d.	£. s. d.	£. s. d.	*Cwts.*	*Cwts.*	*Cwts.*
1848	31,114	195,643	226,757	20,925	25,266	46,191	From 12 July - - - 17 4	1 2 -	1 6 8	100	102,465	102,565
1849	55,794	248,598	304,392	59,860	15,277	75,137	From 5 July - - - 16 -	1 - 4	1 4 8	149	198,068	198,217
1850	12,675	345,194	357,869	15,046	101,289	116,335	From 5 July - - - 14 8	- 18 8	1 2 8	166	90,386	90,552
1851	31,400	417,051	448,541	35,924	302,155	338,079	From 5 July - - - 13 4	- 17 -	1 - 8	153	53,084	53,237
1852	4,406	299,511	303,917	5,052	268,939	273,991	From 5 July - - „ -	- 16 4	- 19 4	- - -	37,650	37,650
1853	15,617	319,478	335,095	10,942	203,814	214,756	From 5 July - - „ -	- 15 4	- 17 4	44	51,720	51,764
1854 to 5 July	1,243	156,705	157,948	6,514	43,968	50,482	From 9 May - - - 15 4	- 17 $7\frac{6}{10}$	- 19 $11\frac{2}{10}$	- - -	24,139	24,139
	Imported from			Originally Imported from			On all Sorts, of whatever Growth, and whencesoever Imported.			Originally Imported from		
	British Possessions.	Foreign Countries.		British Possessions.	Foreign Countries.				£. s. d.	British Possessions.	Foreign Countries.	
1854 from 5 July	4,716	242,850	247,566	3,461	249,706	253,167	From 5 July - - - - -		- 17 4	42	62,891	62,933
							From 2 August - - - - -		- 16 -			
1855	11,747	412,676	424,423	10,112	277,897	288,009	From 21 April - - - - -		1 - -	1,305	41,805	43,110
1856	5,170	182,041	187,211	1,444	256,601	258,045	- - - - - - - -		„	4,954	61,670	66,624
1857	533	328,589	329,122	377	297,551	297,928	From 5 April - - - - -		- 18 4	- - -	24,980	24,980
1858	204	386,635	386,839	326	255,914	256,240	- - - - - - - -		„	8	58,778	58,786
1859	856	261,605	262,461	781	241,598	242,379	- - - - - - - -		„	30	68,844	68,874
1860	922	344,089	345,011	605	264,509	265,114	- - - - - - - -		„	261	30,578	30,839
1861	4,059	241,795	245,854	909	242,769	243,678	- - - - - - - -		„	1,188	34,730	35,918
1862	3,053	321,409	324,462	1,280	266,917	268,197	- - - - - - - -		„	2,822	19,889	22,711
1863	910	296,679	297,589	1,267	249,004	250,271	- - - - - - - -		„	239	26,070	26,309
1864	19,969	925,694	945,663	4,924	794,420	799,344	From 5 May - - - - -		- 12 10	2,235	43,790	46,025
1865	17,391	802,186	819,577	12,613	711,980	724,593	- - - - - - - -		„	4,082	41,407	45,489
1866	2,464	657,920	660,384	3,255	764,581	767,836	- - - - - - - -		„	843	37,020	37,863
1867	1,217	833,235	834,452	1,342	765,384	766,726	To 1 May - - - - -		- 12 10	526	10,137	10,663
							From 1 May - - - - -		- 12 -			

Office of the Inspector General of Imports and Exports,
Custom House, London 14 April 1868.

EDW. BERNARD,
Inspector General.

AN ACCOUNT of the QUANTITY and DECLARED VALUE of *British* REFINED SUGAR Exported from the United Kingdom, in the Years 1844 to 1867, respectively.

YEARS.	British Refined Sugar Exported from the United Kingdom.	
	Quantity.	Declared Value.
	Cwts.	£.
1844	219,117	331,050
1845	273,776	472,947
1846	227,570	392,404
1847	229,186	413,437
1848	248,702	437,221
1849	223,273	373,721
1850	209,148	344,499
1851	258,726	368,085
1852	213,563	300,134
1853	179,254	301,627
1854	125,139	218,351
1855	43,881	99,916
1856	313,953	806,445
1857	119,830	355,635
1858	127,260	362,472
1859	119,996	342,088
1860	84,722	235,798
1861	141,659	348,763
1862	213,507	531,609
1863	278,757	504,958
1864	119,571	199,841
1865	165,131	249,677
1866	195,951	294,463
1867	172,650	266,191

Office of the Inspector General of Imports and Exports, Custom House, London, 14 April 1868.

EDW. BERNARD, Inspector General.

A RETURN of the Quantities of SUGAR Imported and Retained for Home Consumption, with Rate of Duty charged, and Revenue therefrom, from 1844 to 1867 inclusive.

AN ACCOUNT of the Imports into the United Kingdom of SUGAR, MOLASSES, RUM, COFFEE, COCOA and COTTON, from the *West Indies, British Guiana, Mauritius,* and the British Possessions in *India*, for the Years 1845 to 1867;—also, the Quantities of FOREIGN SUGAR Imported, for the same Periods.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1867, respectively.

AN ACCOUNT of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the United Kingdom in the Years 1844 to 1867, respectively.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
22 *April* 1868.

Under 4 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 21 November 1867;—*for*,

A RETURN "of the Total Consumption of SUGAR for the Year ending the 30th day of September 1867 in BREWERIES; distinguishing *London* and the Provinces, and *Scotland* and *Ireland* (in continuation of Parliamentary Paper, No. 236, of Session 1867)."

	Sugar consumed in Breweries in the Year ending 30th September 1867.
	Lbs.
ENGLAND: London	24,597,552
„ The Provinces	14,719,712
SCOTLAND	351,456
IRELAND	1,465,296

Inland Revenue Office,
15 January 1868.

Fred. Gripper,
Accountant and Controller General.

SUGAR.

RETURN of the Total Consumption of Sugar for the Year ending 30th September 1867 in Breweries; distinguishing *London* and the Provinces, and *Scotland* and *Ireland* (in continuation of Parl. Paper, No. 236, of Session 1867).

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed,*
14 *February* 1868.

PAPERS

CONCERNING THE

EXECUTION OF THE CONVENTION

OF

NOVEMBER 8, 1864,

BETWEEN

GREAT BRITAIN, BELGIUM, FRANCE,

AND THE

NETHERLANDS,

RELATIVE TO THE

DRAWBACKS ON SUGAR.

Presented to both Houses of Parliament by Command of Her Majesty.
1868.

LONDON:
PRINTED BY HARRISON AND SONS.

[4078]

DOCUMENTS.

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Convention	Nov. 8, 1864	Convention between Great Britain, Belgium, France, and the Netherlands, regulating the drawbacks on sugar. Signed at Paris, November 8, 1864 ..	1	5
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Declaration	8,	France will not take advantage of the transitory arrangements of Article XIV, consequently the duties on the importation of refined sugars into France remain as fixed by Article XIII of the Convention of November 8, 1864 ..	4	9
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	Date.	Subject.	Page. Original.	Translation.
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No.	Date.	Subject.	Page. Original.	Translation.
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DOCUMENTS.

Convention between Her Majesty, the King of the Belgians, the Emperor of the French, and the King of the Netherlands, regulating the Drawbacks on Sugar. Signed at Paris, November 8, 1864.

[*Ratifications exchanged at Paris, July* 5, 1865.]

SA Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, Sa Majesté le Roi des Belges, Sa Majesté l'Empereur des Français, et Sa Majesté le Roi des Pays-Bas, également animés du désir de régler d'un commun accord les questions internationales relatives à la législation des sucres, et notamment au drawback accordé à la sortie des sucres raffinés, ont résolu de convertir en une Convention Diplomatique l'arrangement que les Commissaires délégués par les Gouvernements des quatre Etats Contractants ont signé le 4 Octobre de la présente année.

A cet effet, leurs dites Majestés ont nommé pour leurs Plénipotentiaires, savoir:

Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, l'Honorable William George Grey, Chargé d'Affaires de Sa Majesté Britannique à Paris;

Sa Majesté le Roi des Belges, M. le Baron Eugène Beyens, Officier de l'Ordre de Léopold, Commandeur de l'Ordre Impérial de la Légion d'Honneur, &c., &c., &c., Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté l'Empereur des Français;

Sa Majesté l'Empereur des Français, M. Edouard Drouyn de Lhuys, Sénateur de l'Empire, Grand-Croix de Son Ordre Impérial de la Légion d'Honneur, de l'Ordre de Léopold de Belgique, de l'Ordre du Lion Néerlandais, &c., &c., &c., Son Ministre et Secrétaire d'Etat au Département des Affaires Etrangères;

Sa Majesté le Roi des Pays-Bas, M. Léonard Antoine Lightenvelt, Grand-Croix de l'Ordre du Lion Néerlandais, Grand Officier de l'Ordre Impérial de la Légion d'Honneur, &c., &c., &c., Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté l'Empereur des Français;

Lesquels, après s'être communiqué leurs pleins pouvoirs respectifs, trouvés en bonne et due forme, sont convenus des Articles suivants:—

ARTICLE I.

Le minimum du rendement des sucres au raffinage est réglé provisoirement ainsi qu'il suit, par cent kilogrammes de sucre brut:—

Nos. de la Série des Types Hollandais.	Sucres raffinés en pains.
18, 17, 16, 15	87 kilogrammes.
14, 13, 12, 11, 10	85 kilogrammes.
9, 8, 7	81 kilogrammes.
Au-dessous de 7	76 kilogrammes.

Les nuances intermédiaires entre deux classes appartiendront à la classe inférieure.

ARTICLE II.

Immédiatement après l'échange des ratifications de la présente Convention, il sera procédé d'un commun accord, à frais communs, sous le contrôle collectif des agents nommés par les quatre Gouvernements Contractants, et dans telle localité qui sera désignée de concert, à des expériences pratiques de raffinage sur des sucres bruts de chaque classe, et autant que possible des différentes origines, afin de constater leur rendement effectif.

ARTICLE III.

Les rendements fixés par l'Article I seront modifiés d'après les résultats obtenus par les expériences ci-dessus mentionnées, qui devront être constatées à l'unanimité par les délégués des quatre Gouvernements, et terminées au plus tard un an après l'échange des ratifications de la présente Convention.

ARTICLE IV.

Celles des Hautes Parties Contractantes qui accordent ou accorderont un drawback unique, ou une décharge de droits, établiront une corrélation exacte entre les droits d'entrée et les rendements fixés d'après l'Article précédent.

ARTICLE V.

En attendant la mise à exécution des Articles II, III, et IV, les rendements établis par l'Article I ne seront pas obligatoires en Angleterre, à condition de maintenir la corrélation qui existe aujourd'hui entre le drawback fixé par l'Article suivant et l'échelle des droits actuels à l'importation tant sur les sucres bruts que sur les sucres raffinés.

ARTICLE VI.

Il est d'ailleurs entendu que, jusqu'à ce que les Articles II, III, et IV, soient mises à exécution, le Gouvernement de Sa Majesté Britannique diminuera le drawback actuel à l'exportation des sucres raffinés de sixpence par quintal Anglais.

ARTICLE VII.

Le rendement du sucre candi pourra être de sept pour cent inférieur à celui des sucres raffinés en pains.

ARTICLE VIII.

Les sucres raffinés en pains destinés à l'exportation devront être présentés parfaitement épurés, durs, et secs, à la vérification des employés. Après cette opération, les sucres pourront être concassés ou pilés, sous la surveillance non-interrompue du service.

ARTICLE IX.

Les sucres dits "poudres blanches," rendus par un procédé quelconque égaux en qualité aux sucres mélis, recevront à l'exportation le même drawback que ces derniers sucres, à la condition, 1°, d'être assimilés, quant à la perception de l'impôt de consommation ou des droits d'entrée, aux sucres raffinés ; 2°, d'être parfaitement épurés et sêchés, et conformes à l'échantillon type établi par la législation actuelle de la Grande Bretagne, lequel type deviendra obligatoire pour ceux des Pays Contractants qui voudraient user de la faculté prévue par le présent Article.

ARTICLE X.

Le drawback accordé à la sortie des sucres dits bâtards ou vergeoises, selon le type auquel ils appartiennent, ne pourra excéder les droits afférents aux sucres bruts.

Sous le régime de l'admission temporaire, les mêmes sucres ne pourront être admis en compensation à la sortie, que pour des quantités n'excédant pas celles des sucres pris en charge, et sous la condition de n'être pas inférieurs, quant à la nuance, au type No. 10.

ARTICLE XI.

Il ne sera pas accordé de drawback, de restitution de droits, ou de décharge à l'exportation pour les mélasses et les sirops.

ARTICLE XII.

Le droit à l'importation sur les sirops de raffinage épuisés, et sur les mélasses ordinaires, ne devra pas excéder le tiers du droit applicable au sucre brut des types Nos. 10 à 14. Les sucres dits "mélados" paieront les mêmes droits que les sucres bruts.

ARTICLE XIII.

Les droits à l'importation sur les sucres raffinés en pains et sur les poudres blanches assimilés aux raffinés, importés d'un des pays contractants dans l'autre, ne seront pas plus élevés que le drawback accordé à la sortie du sucre mélis.

En France, les droits à l'importation seront de quinze pour cent supérieurs au droit sur le sucre brut des Nos. 15 à 18. Ce chiffre sera réduit ou augmenté en raison inverse du rendement qui sera définitivement établi.

Le droit sur le sucre candi pourra être de sept pour cent plus élevé que le droit afférent aux autres sucres raffinés.

Les vergeoises seront assimilées aux sucres bruts.

ARTICLE XIV.

En attendant la mise à exécution des Articles II et III, les droits sur tous les sucres raffinés pourront être de quatre pour cent supérieurs aux déterminé par l'Article précédent.

ARTICLE XV.

Lei tares légales dans les pays où la perception ne s'effectue par sur le poids net, seront fixées ainsi qu'il suit :—

Emballage en bois (futailles, caisses, &c.)		13	pour cent.
Canastres		8	„
Autres emballages	Doubles	4	„
	Simples	2	„

Pour les sucres de betterave et pour les sucres importés dans des emballages autres que ceux qui sont en usage pour les sucres exotiques, les droits seront perçus au net.

ARTICLE XVI.

La prise en charge dans les fabriques de sucre abonnées sera portée immédiatement à quatorze-cent soixante-quinze grammes par l'hectolitre de jus, et par degré du densimètre à la température de 15 degrés centigrades. Elle sera fixée à quinze cent grammes dès que la production annuelle en Belgique aura atteint vingt-cinq millions de kilogrammes. Le droit à percevoir dans les fabriques de sucre abonnées sera le droit auquel seront soumis les sucres exotiques des No. 10 à 14.

Il est d'ailleurs entendu que les sucres bruts de betterave importés d'un des pays contractants dans l'autre, seront admis à l'exportation après raffinage, à la condition, en ce qui concerne l'importation en France, qu'ils ne dépasseront pas le No. 16.

ARTICLE XVII.

La restitution ou la décharge des droits ne sera accordée aux sucres bruts indigènes au-dessous du No. 10, provenant de fabriques abonnées, que pour une quantité réduite proportionnellement aux rendements fixés par les Articles I et III.

ARTICLE XVIII.

Les Administrations respectives des Hautes Parties Contractantes se concerteront pour déterminer, d'un commun accord, les types nécessaires à l'exécution du présent arrangement, et pour les réviser périodiquement.

ARTICLE XIX.

Les Hautes Parties Contractantes se réservent de se concerter sur les moyens d'obtenir l'adhésion des Gouvernements des autres pays aux dispositions de la présente Convention.

Dans le cas où des primes seraient accordés dans les dits pays à l'exportation des sucres raffinés, les Hautes Parties Contractantes pourront s'entendre sur les surtaxes à établir à l'importation des sucres raffinés des dites provenances.

ARTICLE XX.

L'exécution des engagements réciproques contenus dans la présente Convention est subordonnée, en tant que de besoin, à l'accomplissement des formalités et règles établies par les lois constitutionnelles de celles des Hautes Parties Contractantes qui sont tenues d'en provoquer l'application, ce qu'elles s'obligent à faire dans le plus bref délai possible.

ARTICLE XXI.

La durée de la présente Convention est fixée à dix ans.

Les Hautes Parties Contractantes se réservent, d'ailleurs, la faculté d'introduire, d'un commun accord, dans cette Convention, toutes modifications qui ne seraient pas en opposition avec son esprit ou ses principes, et dont l'utilité serait démontrée par l'expérience.

ARTICLE XXII.

La présente Convention sera ratifiée, et les ratifications en seront échangées à Paris dans le délai de huit mois, ou plus tôt si faire se peut.

En foi de quoi, les Plénipotentiaires respectifs ont signé la présente Convention, et y ont apposé le cachet de leurs armes.

Fait à Paris, le 8 Novembre, 1864.

(L.S.) W. G. GREY.
(L.S.) B^N. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

Protocole.

Les Plénipotentiaires des Hautes Parties Contractantes déclarent qu'il est entendu que la Convention signée en date de ce jour deviendrait nulle de plein droit dans le cas où les expériences prévues par l'Article II n'aboutiraient pas dans le délai d'un an, à dater de l'échange des ratifications.*

En foi de quoi, les Plénipotentiaires respectifs ont signé le présente Protocole, et y ont apposé le cachet de leurs armes.

Fait à Paris, le 8 Novembre, 1864.

(L.S.) W. G. GREY.
(L.S.) B^N. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

Déclaration.

Le Plénipotentiaire de Sa Majesté l'Empereur des Français déclare que le Gouvernement de Sa Majesté Impériale n'entend pas user du bénéfice des dispositions transitoires de l'Article XIV de la Convention signée à Paris, en date de ce jour, entre la Grande Bretagne, la Belgique, la France, et le Pays Bas. En conséquence les droits à l'importation en France des sucres raffinés restent tels qu'ils sont fixés par l'Article XIII de la dite Convention.

Le Plénipotentiaire de Sa Majesté Britannique prend acte de cette Déclaration.

Paris, le 8 Novembre, 1864.

(L.S.) W. G. GREY. (L.S.) DROUYN DE LHUYS.

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* This period was afterwards extended by Protocol to October 5, 1866.

Procès-Verbal d'Echange.

LES Soussignés s'étant réunis pour procéder à l'échange des ratifications de Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlrnde, de Sa Majesté le Roi des Belges, de Sa Majesté l'Empereur des Français, de Sa Majesté le Roi des Pays Bas, sur la Convention relative à la législation des sucres, conclue à Paris, le 8 Novembre, 1864, entre la Grande Bretagne, la Belgique, la France, et les Pays Bas; les instruments de ces ratifications ont été produits, et ayant été, après examen, trouvés en bonne et due forme, l'échange en a été opéré.

Toutefois, les Plénipotentiaires soussignés, duement autorisés, sont convenus:

1. Que la dite Convention sera exécutoire seulement à partir du 1 Août, 1865.

2. Que la stipulation relative aux sucres dits "melados," consignée à l'Article XII de la Convention, ne recevra son application qu'à partir du 1 Septembre prochain.

En foi de quoi, les Soussignés ont dressé le présent procès-verbal d'échange, et y ont appose le cachet de leurs armes.

Fait à Paris, en quatre expéditions, le 5 Juillet, 1865.

(L.S.) COWLEY.
(L.S.) B^N^. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

(Translation.)

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, His Majesty the King of the Belgians, His Majesty the Emperor of the French, and His Majesty the King of the Netherlands, being equally animated by the desire of regulating by common agreement the international questions relative to the laws affecting sugars, and especially to the drawback granted on the exportation of refined sugars, have resolved to convert into a Diplomatic Convention the arrangement which the Commissioners delegated by the Governments of the four Contracting States signed on the 4th of October of the present year.

For this purpose their said Majesties have named as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Honourable William George Grey, Her Britannic Majesty's Chargé d'Affaires at Paris;

His Majesty the King of the Belgians, the Baron Eugene Beyens, Officer of the Order of Leopold, Commander of the Imperial Order of the Legion of Honour, &c., &c., &c., His Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of the French;

Hls Majesty the Emperor of the French, M. Edward Drouyn de Lhuys, a Senator of the Empire, Grand Cross of His Imperial Order of the Legion of Honour, of the Order of Leopold of Belgium, of the Order of the Netherland Lion, &c., &c., &c., His Minister and Secretary of State for the Department of Foreign Affairs;

His Majesty the King of the Netherlands, M. Leonard Anthony Lightenvelt, Grand Cross of the Order of the Netherland Lion, Grand Officer of the Imperial Order of the Legion of Honour, &c., &c., &c., His Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of the French;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles:—

ARTICLE I.

The minimum of the yield of sugars in the process of refining is regulated provisionally as follows, per hundred kilogrammes of raw sugar:

Nos. of the Series of Dutch Standards.	Refined Sugar in loaf.
18, 17, 16, 15	87 kilogrammes.
14, 13, 12, 11, 10	85 kilogrammes.
9, 8, 7	81 kilogrammes.
Below 7	76 kilogrammes.

Intermediate shades of colour between two classes shall belong to the lower class.

ARTICLE II.

Immediately after the exchange of the ratifications of the present Convention steps shall be taken by common agreement, at common expense, under the joint control of Agents named by the four Contracting Governments, and in such locality as may be mutually agreed upon, for making practical experiments in the refining of raw sugars, of each class, and as far as possible of different origins, in order to determine their real yield.

ARTICLE III.

The yields fixed by Article I shall be modified in accordance with the results obtained by the experiments above-mentioned, which must be agreed to unanimously by the Delegates of the four Governments, and terminated, at latest, within a year after the exchange of the ratifications of the present Convention.

ARTICLE IV.

Those of the High Contracting Parties which now grant, or shall hereafter grant, a uniform drawback or a discharge for duties, shall establish an exact correlation between the import duties and the yields fixed in accordance with the preceding Article.

ARTICLE V.

Pending the carrying into execution of Articles II, III, and IV, the yields established by Article I shall not be obligatory upon England, upon condition of maintaining the correlation which at present exists between the drawback fixed by the following Article and the scale of existing import duties both on raw sugars and on refined sugars.

ARTICLE VI.

It is moreover understood, that until Articles II, III, and IV be carried into execution the Government of Her Britannic Majesty shall reduce the present drawback on the exportation of refined sugars by six pence per English hundredweight.

ARTICLE VII.

The yield for sugar-candy may be seven per cent less than that for refined sugars in loaf.

ARTICLE VIII.

Refined sugars, in loaf, intended for exportation must be presented perfectly clarified, hard, and dry, for the inspection of the officers. After that operation, the sugars may be broken or crushed under the uninterrupted supervision of the officers.

ARTICLE IX.

Crushed sugars, in crystal or powder, rendered by any process equal in quality to pure refined sugars, shall receive on exportation the same drawback as the latter sugars, upon condition, 1st, that they be taxed for consumption or importation with the duties attaching to refined sugars; 2ndly, that they be perfectly clarified and dried, and equal

to the standard sample established by the existing legislation of Great Britain, which standard shall be obligatory upon such of the Contracting Parties as may desire to avai themselves of the option provided by the present Article.

ARTICLE X.

The drawback granted on the exportation of sugars called bastard, or pieces, according to the class to which they belong, shall not exceed the duties attaching to raw sugars.

Under the system of temporary admission, the same sugars can, on exportation, be received in compensation only for quantities not exceeding those for which the charge for duty has been raised, and on condition that they be not inferior, as regards colour, to Standard No. 10.

ARTICLE XI.

No drawback, return of duty, or discharge on exportation, shall be allowed for molasses or any kind of treacle or syrup.

ARTICLE XII.

The import duty upon exhausted treacle and on ordinary molasses shall not exceed one-third of the duty attaching to raw sugar of the Standards Nos. 10 to 14. Sugar known as "melado" shall pay the same duty as sugars.

ARTICLE XIII.

The import duties on refined sugars in loaf, and on sugars in crystal or powder assimilated to refined, imported from one of the contracting countries into another, shall not be higher than the drawback granted on the exportation of pure refined sugar.

In France the import duty shall be fifteen per cent. above the duty on raw sugar of Nos. 15 to 18. This percentage shall be reduced or increased in inverse proportion to the yield which may be definitively fixed.

The duty on sugar-candy may be seven per cent. higher than the duty attaching to other refined sugars.

Pieces shall be assimilated to raw sugars.

ARTICLE XIV.

Pending the carrying into execution of Articles II and III, the duties on all refined sugars may be four per cent. in excess of the rates fixed by the preceding Article.

ARTICLE XV.

The legal tares in countries where the duty is not levied on the net weight shall be fixed as follows:—

Packages of woods (casks, cases, &c.)		13 per cent.
Baskets		8 „
Other packages	Doubles	4 „
	Singles	2 „

For beet-root sugars and for sugars imported in packages other than those used for foreign sugars, the duties shall be levied on the net quantity.

ARTICLE XVI.

The charge for duty in the contract sugar-houses shall be raised forthwith to one thousand four hundred and seventy-five grammes per hectolitre of juice for each degree of the densimeter, at a temperature of 15 degrees centigrade. It shall be fixed at one thousand five hundred grammes as soon as the annual produce in Belgium shall reach twenty-five million kilogrammes. The duty to be levied in the contract sugar-houses shall be the duty to which foreign sugars of Nos. 10 to 14 are subjected.

It is moreover understood, that raw beet-root sugars imported from one of the contracting countries into another shall be admitted for exportation after being refined, subject to the condition, so far as regards their importation into France, that they shall not be superior to No. 16.

ARTICLE XVII.

A return of or a discharge for duties shall not be granted for home-grown raw sugars below No. 10 made in the contract factories, except for a quantity reduced in proportion to the yields fixed by Articles I and III.

ARTICLE XVIII.

The respective executive authorities of the High Contracting Parties shall confer together in order to fix by common agreement the standards necessary for the execution of the present arrangement, and for revising them periodically.

ARTICLE XIX.

The High Contracting Powers reserve to themselves to agree as to the steps to be taken for obtaining the adhesion of the Governments of other countries to the arrangements of the present Convention.

In the event of bounties being granted in the said countries on the exportation of refined sugars, the High Contracting Parties will be at liberty to come to an understanding as to the surtax to be imposed on the importation of refined sugars of and from the said countries.

ARTICLE XX.

The execution of the reciprocal engagements contained in the present Convention is expressly declared to be subject, in case of need, to the fulfilment of the formalities and rules prescribed by the constitutional laws of those of the High Contracting Parties for whom such a sanction is required, and who engage to take measures for obtaining the same with the least possible delay.

ARTICLE XXI.

The duration of the present Convention is fixed at ten years.

The High Contracting Parties, however, reserve to themselves the power of introducing into the Convention, by common agreement, any modifications not inconsistent with its spirit or its principles, and the utility of which may be shown by experience.

ARTICLE XXII.

The present Convention shall be ratified, and the ratifications shall be exchanged at Paris in eight months, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seal of their arms.

Done at Paris, the 8th day of November, 1864.

(L.S.) W. G. GREY.
(L.S.) B^N. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

Protocol.

THE Plenipotentiaries of the High Contracting Parties declare that it is understood that the Convention signed this day will become null and void in case the experiments contemplated by Article II should not come to a conclusion within the space of a year from the exchange of the ratifications.*

In witness whereof the respective Plenipotentiaries have signed the present Protocol, and have affixed thereto the seal of their arms.

Done at Paris, the 8th of November, 1864.

(L.S.) W. G. GREY.
(L.S.) B^N. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

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* This period was afterwards extended by Protocol to October 5, 1866.

Declaration.

The Plenipotentiary of His Majesty the Emperor of the French declared that the Government of His Imperial Majesty does not intend to take advantage of the transitory arrangements of Article XIV of the Convention signed at Paris this day, between Great Britain, Belgium, France, and the Netherlands. Consequently the duties on the importation of refined sugars into France remain as fixed by Article XIII of the said Convention.

The Plenipotentiary of Her Britannic Majesty took note of this declaration.

Paris, November 8, 1864.

(L.S.) W. G. GREY. (L.S.) DROUYN DE LHUYS.

Protocol of Exchange.

THE Undersigned having met together for the purpose of exchanging the ratifications by Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, His Majesty the King of the Belgians, His Majesty the Emperor of the French, and His Majesty the King of the Netherlands, of the Convention relative to the laws respecting sugars, concluded at Paris on the 8th of November, 1864, between Great Britain, Belgium, France, and the Netherlands; the instruments of ratification were produced, and having, after examination, been found in good and due form, the exchange thereof took place.

The Undersigned Plenipotentiaries, duly authorized, however agreed:—

1. That the said Convention shall not come into operation until the 1st of August, 1865.

2. That the stipulations relative to the sugars called "melados," which is contained in Article XII of the Convention, shall not come into operation until the 1st of September next.

In witness whereof the Undersigned have prepared the present Protocol of Exchange, and have affixed thereto the seal of their arms.

Done at Paris in quadruplicate, the 5th of July, 1865.

(L.S.) COWLEY.
(L.S.) B^N. EUG. BEYENS.
(L.S.) DROUYN DE LHUYS.
(L.S.) LIGHTENVELT.

Minutes of Conferences held in London with a view of making an Arrangement for carrying out the provisions of Article II of the International Treaty regulating the Drawbacks on Sugar, signed at Paris, November 8, 1864.

First Conference, April 6, 1865.

Present:

For Belgium —
M. Fisco, Inspector-General in the Department of Finance.
M. Guillaume, Director in the Department of Finance.

For France—
M. Barbier, Counsellor of State, and Director-General of Customs and of Indirect Taxation.

For Great Britain—
Mr. Mallet, of the Board of Trade.

For Holland—
M. Uyttenhooven, Secretary-General in the Department of Foreign Affairs.

Mr. F. G. Walpole, *Secretary*.

Principle upon which Sugars are to be selected for he experiments.

Mr. Mallet.—In proceeding to lay down regulations for carrying out the experiments, the subject of the IInd Article of the International Treaty relative to the drawback on sugars, it would, I submit, be advisable, in the first instance, to come to an understanding as to the principle upon which the sugars to be used in the experiments are to be selected. It is essential that the experiments should show the yield, as far as possible, of all sugars used for refining in the respective countries, and having regard to the fact that sugars of various origins are used in different proportions by the said countries, I suggest, with the view of each country being adequately represented in each experiment that, as a basis for calculating the proportionate quantity of each sugar to be used in any one experiment, a Table of all sugars imported or entered for home consumption in each of the four countries for a given period, should be laid before the Conference, and that the lots to be experimented upon be composed of proportionate quantities of each class of sugar of each origin calculated therefrom; that is to say, the calculation would be worked out in the following manner. Having ascertained the total aggregate quantity of sugar entered for consumption of each origin in each class in the four countries, a quantity of each sugar will be used in proportion to the per-centage it bears to the aggregate, and thus in a lot of 100 kilos of any one class in which the per-centage of the aggregate consumption in the four countries is as follows, viz.—

	Per cent.		Per cent.	
Mauritius	14	Réunion	29	
Cuba	17	Beetroot	16	See Annex C.
Java	24			

The sugars used will be in the proportion per cent as above set forth.

The Belgian, French, and Dutch Commissioners stated that they fully concurred in the principle enunciated by Mr. Mallet.

Mr. Mallet.—It is very satisfactory to find that we agree as to the principle upon which the experiments are to be conducted. I regret the absence of Mr. Ogilvie, who is unable to attend to-day on acccount of illness; and as his opinion in this matter will have great weight with the Board of Customs, to which Department it will have to be submitted before final approval; with a view to avoid delay, the Secretary to the Conference will to-morrow, if the state of Mr. Ogilvie's health permit, lay before him the full particulars of the scheme, and should he assent thereto there will then probably be no difficulty in obtaining the sanction of Her Majesty's Government.

M. Uyttenhooven.—During the interval I propose, consulting with my colleagues the French and Belgian Commissioners, to prepare a paper setting forth the conditions under which the experiments are to be carried out.

Purchase of tae Sugars.

Mr. Mallet.—It will be doing a great service; I should like much to be made acquainted with the views of my colleagues. I wish to mention that we shall have to consider the question of the purchase of the sugars.

M. Barbier.—I think that it will be advisable, as far as possible, to purchase the sugars in England, where they are to be found in the greatest variety.

The Belgian and Dutch Commissioners assent.

Mr. Mallet handed in a Table showing the total of British imports of each class of sugar, and the per-centage proportions thereof, in the ten months from May 1864 to February 1865 inclusive. (Annex A.) Tables showing the importations and consumption of Raw Sugar.

M. Guillaume handed in a Table showing the quantities of raw sugar used in the refinery in 1862* in France, Holland, and Belgium. (Annex B.) He also handed a paper illustrative of the principle set forth by Mr. Mallet for conducting the experiments, showing the quantities in millions of kilogrammes of raw sugar refined in 1862 in France, Great Britain, Belgium, and Holland, of each origin, and approximately in each class. (Annex C.)

The Conference adjourned until Saturday the 8th April.

(Signed) F. G. WALPOLE, *Secretary.*

(A.)—TOTAL Imports of each Class of Sugar, and Per-Centage Proportions thereof, in the Ten Months from May 1864 to February 1865, inclusive.

		Cwts.	Per-centage Proportions.
1st Quality		207,000	—
2nd Quality:—	From British West Indies and Guiana	997,000	24
	British India	336,000	8
	Mauritius	546,000	13
	Cuba and Porto Rico	1,983,000	47
	Brazil	62,000	1
	Java and Philippine Islands	2,000	—
	Other countries	284,000	7
	Total	4,210,000	100
3rd Quality:—	From British West Indies and Guiana	1,621,000	39
	British India	171,000	4
	Mauritius	124,000	3
	Cuba and Porto Rico	1,074,000	25
	Brazil	557,000	14
	Java and Philippine Islands	295,000	7
	Other countries	335,000	8
	Total	4,177,000	100
4th Quality:—	From British West Indies and Guiana	301,000	21
	British India	284,000	20
	Mauritius	121,000	8
	Cuba and Porto Rico	130,000	9
	Brazil	314,000	22
	Java and Philippine Islands	237,000	17
	Other countries	48,000	3
	Total	1,435,000	100

(B.)—Quantités (en millions et kilogrammes) de Sucre Brut mis en Raffinage en 1862 en France, dans les Pays-Bas, et en Belgique, classés par origine et approximativement par catégorie.

1ère CATÉGORIE (15 à 18.)

Origine.	France.	Pays-Bas.	Belgique.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.
Maurice	20	—	—
Cuba	10	1	3
Brésil	—	—	—
Java	—	30	4
Colonies Françaises—			
Réunion	40	—	—
Amérique	5	—	—
Betterave	20	1	2
	95	32	9

* It appeared that these countries are unable at the present moment to furnish accounts of a later date.

2e Catégorie (10 à 14).

Origine.	France.	Pays-Bas.	Belgique.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.
Indes Occidentales, Anglaises	—	—	—
„ Orientales „	—	—	—
Maurice	10	—	—
Cuba	40	1	10
Brésil	5	—	—
Java	—	45	1
Colonies Françaises—			
Réunion	10	—	—
Amérique	30	—	—
Betteraves	90	1	9
	185	47	20

3e Catégorie (7 à 9).

Origine.	France.	Pays-Bas.	Belgique.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.
Indes Occidentales, Anglaises	—	—	—
„ Orientales, „	—	—	—
Maurice	—	—	—
Cuba	7	1	2
Brésil	15	—	—
Java	—	—	—
Colonies Françaises—			
Réunion	—	—	—
Amérique	19	—	—
Surinam	—	7	—
Betteraves	30	—	4
	71	8	6

(C.)—Quantités (en millions de kilogrammes) de Sucre Brut mis en Raffinage en 1862 en France, dans la Grande Bretagne, en Belgique, et dans les Pays-Bas, par origine et approximativement par catégorie.

Pour la 1ère Catégorie (Nos. de Java, 15 à 18).

	Angleterre.	France.	Belgique.	Pays-Bas.	Total.	Pour cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Maurice	..	20	..	..	20	14
Cuba	10	10	3	1	24	17
Java	..	..	4	30	34	24
Réunion	..	40	..	..	40	29
Colonies Françaises en Amérique	..	5	..	..	5	—
Betteraves	..	20	2	1	23	16
	10	95	9	32	146	100

Pour la 2e Catégorie (Nos. 10 à 14).

	Angleterre.	France.	Belgique.	Pays-Bas.	Total.	Pour cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales ..	50	..	..	..	50	14
Indes Orientales	16	..	..	..	16	—
Maurice	27	10	..	..	37	—
Cuba	100	40	10	1	151	44
Brésil	3	5	..	..	8	—
Java	..	..	1	45	46	13
Réunion	..	10	..	..	10	—
Colonies Françaises de l'Amérique	..	30	..	..	30	—
Betteraves	..	90	9	1	100	29
	196	185	20	47	448	100

Pour la 3e Catégorie (Nos. 7 à 9).

	Angleterre.	France.	Belgique.	Pays-Bas.	Total.	Pour cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales	81	..	..	..	81	38
Indes Orientales	8	..	..	..	8	—
Maurice	6	..	..	..	6	—
Cuba	52	7	2	1	62	29
Brésil	28	15	..	..	43	19
Java	15	..	..	..	15	—
Colonies Françaises de l'Amérique	..	19	..	..	19	—
Surinam	..	..	..	7	7	—
Betteraves	..	30	4	..	34	14
	190	71	6	8	275	100

Pour la 4e Catégorie (au-dessous du No. 7).

	Angleterre.	France.	Belgique.	Pays-Bas.	Total.	Pour cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales	15	..	..	..	15	26
Indes Orientales	14	..	..	..	14	25
Maurice	6	..	..	..	6	—
Cuba	7	..	..	..	7	—
Brésil	15	..	..	..	15	27
Java	12	..	..	..	12	22
Autres	2		..	..	2	—
	71	..	..	..	71	100

(Translation.)

(B.)—Quantities (in millions of kilogrammes) of Raw Sugar submitted to Refinement in 1862 in France, the Netherlands, and Belgium, according to origin, and approximatively classed according to quality.

1st Class (15 to 18).

Origin.	France.	Netherlands.	Belgium.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.
Mauritius	20	—	—
Cuba	10	1	3
Brazil	—	—	—
Java	—	30	4
French Colonies—			
Réunion	40	—	—
America	5	—	—
Beetroot	20	1	2
	95	32	9

2nd Class (10 to 14).

Origin.	France.	Netherlands.	Belgium.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.
West Indies, English	—	—	—
East Indies „	—	—	—
Mauritius	10	—	—
Cuba	40	1	10
Brazil	5	—	—
Java	—	45	1
French Colonies—			
Réunion	10	—	—
America	30	—	—
Beetroot	90	1	9
	185	47	20

3rd Class (7 to 9).

Origin.	France.	Netherlands.	Belgium.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.
West Indies, English	—	—	—
East Indies „	—	—	—
Mauritius	—	—	—
Cuba	7	1	2
Brazil	15	—	—
Java	—	—	—
French Colonies—			
Réunion	—	—	—
America	19	—	—
Surinam	—	7	—
Beetroot	30	—	4
	71	8	6

(C.)—Quantities (in millions of kilogrammes) of Sugar submitted to Refinement in 1862, in France, Great Britain, Belgium, and the Netherlands, according to origin, and approximatively according to quality.

For the 1st Class (Java Nos., 15 to 18).

	England.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
Mauritius	..	20	..	..	20	14
Cuba	10	10	3	1	24	17
Java	..	..	4	30	34	24
Réunion	..	40	..	..	40	29
French Colonies in America .	..	5	..	..	5	—
Beetroot	..	20	2	1	23	16
	10	95	9	32	146	100

For the 2nd Class (Nos. 10 to 14).

	England.	France.	Belgium.	Netherlands.	Total.	Per cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies	50	..	..	..	50	14
East Indies	16	..	..	..	16	—
Mauritius	27	10	..	..	37	—
Cuba	100	40	10	1	151	44
Brazil	3	5	..	..	8	—
Java	..	..	1	45	46	13
Réunion	..	10	..	..	10	—
French Colonies of America .	..	30	..	..	30	—
Beetroot	..	90	9	1	100	29
	196	185	20	47	448	100

For the 3rd Class (Nos. 7 to 9).

	England.	France.	Belgium.	Netherlands.	Total.	Per cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies	81	..	..	..	81	38
East Indies	8	..	..	..	8	—
Mauritius	6	..	..	..	6	—
Cuba	52	7	2	1	62	29
Brazil	28	15	..	..	43	19
Java	15	..	..	..	15	—
French Colonies of America .	..	19	..	..	19	—
Surinam	..	..	..	7	7	—
Beetroot	..	30	4	..	34	14
	190	71	6	8	275	100

For the 3rd Class (below No. 7).

	England.	France.	Belgium.	Netherlands.	Total.	Per cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies	15	..	..	..	15	26
East Indies	14	..	..	..	14	25
Mauritius	6	..	..	..	6	—
Cuba	7	..	.	..	7	—
Brazil	15	..	..	..	15	27
Java	12	..	..	..	12	22
Others	2	..	..	..	2	—
	71	..	.	..	71	100

Second Conference, April 8, 1865.

Present:

For Belgium—
M. Fisco, Inspector-General in the Department of France.
M. Guillaume, Director in the Department of Finance.

For France—
M. Barbier, Counsellor of State, and Director-General of Customs and of Indirect Taxation.

For Great Britain—
Mr. Mallet, of the Board of Trade.

For Holland—
M. Uyttenhooven, Secretary-General in the Department of Foreign Affairs.

Mr. G. F. Walpole, *Secretary.*

THE Secretary stated that he had yesterday, as desired, waited upon Mr. Ogilvie, but that he found him still so unwell that he was unable to bring under his notice the papers which it was desired should be submitted to him. Mr. Ogilvie stated, however, that there was an improvement in the state of his health, and he hoped to be able to attend to business on Tuesday or Wednesday.

Mr. Mallet.—I much wished that we should have had the benefit of Mr. Ogilvie's views on the matter discussed at the last Conference before laying it officially before the Board of Customs. As, unfortunately, we cannot count upon his assistance immediately, I shall advise the Board of Trade at once to refer the matter to that Department. It is not improbable, however, seeing that Mr. Ogilvie is conversant with all the details of the sugar question from its commencement, and as there was every chance of Mr. Ogilvie being able to give them the benefit of his advice in a few days, that the Board of Customs may think proper to delay their report until they can have the benefit of his opinion, and a few days may, therefore, probably expire before any course of action can be definitively agreed upon.

Proposed arrangement for conducting the experiments.

The Belgian, French, and Dutch Commissioners handed in a draft of an arrangement to serve as a foundation of instructions to the International Commission in conducting the experiments. (Annex A.)

Mr. Mallet read this paper to the Conference.

M. Barbier said, with reference to the Article 1 he had no objection to undertake the duties therein specified, but that he was willing to abdicate the position assigned to him in favour of Mr. Ogilvie, should that gentleman be willing to fill it.

Appointment of Commission for carrying out experiments.

Mr. Mallet.—The question has originated with France, and whatever course may be adopted, the other countries would no doubt be glad to act under the presidency of M. Barbier. He wished to know how it was intended to compose the Commission which was to be instructed to carry out the experiments.

M. Barbier.—We might each appoint an officer who understands the refining of sugars; there would probably be no difficulty in finding such a person in the public service of each country.

The Belgian and Dutch Commissioners could not say whether the public service in their countries could furnish officers sufficiently experienced in refining, but their Governments would appoint properly qualified persons.

M. Uyttenhooven called attention to Article 4 of the proposed arrangemen (Annex A), and explained that it was most important that sugar of each origin shoul not be taken indiscriminately in each class, inasmuch as there were degrees of differenc in the qualities of sugars of the same origin and of the same class; care should, therefor be taken in selecting sugars that the proportion of consumption in the several degrees i each class be observed.

Mr. Mallet.—Certainly. The only means of avoiding fallacious results will be i adhering strictly throughout to the use of the various qualities and degrees of quality i proportion to the consumption. It will be necessary to exercise much discrimination i selecting the sugars, and that persons of great practical knowledge should be entruste with this duty. I wish to know upon what data the Returns furnished by the Belgia French, and Dutch Governments have been obtained.

Data upon which Belgian, French, and Dutch Tables are founded.

The Belgian, French, and Dutch Commissioners stated that the quantities of suga of each origin had been supplied from official Returns, but that they had no statistics i their countries by which, as in England, they could determine the exact quantity in an one class. They had therefore in the Table handed to the Conference (Annex B 1st Conference) apportioned the sugars in the several classes, in quantities which the believed, from information they had gathered, were borne out in fact.

Annex (A.)

DRAFT of an Arrangement proposed by the Commissioners on the part of Belgium France, and Holland, to serve as the foundation of instructions to the Internationa Commission which will be charged with the duty of conducting the experiments i Sugar Refining, stipulated for in Article II of the Convention of November 8, 1864.

L'Article II de la Convention du 8 Novembre, 1864, stipule qu'il sera procédé à des expériences pratiques de raffinage sur les sucres bruts de chaque catégorie et autant que possible des différentes origines, afin de déterminer les rendements d'après lesquels sera fixé le chiffre des drawbacks ou des apurements de soumission dans chacun des Etats Contractants.

En exécution de cette disposition les Commissaires soussignés se sont réunis à Londres et sont convenus que les épreuves de raffinage seront soumises aux règles ci-après:—

1. Les expériences commenceront dans le mois que suivra la ratification de la Convention du 8 Novembre, 1864, et seront continués sans interruption. La Commissio donne mandat au Président des Conférences de Paris, qui l'accepte, de choisir une raffinerie située en dehors des quatre Etats et de diriger les opérations avec le concours de délégués des Gouvernements Contractants.

2. Les expériences porteront sur 200,000 kilogrammes de sucre brut de chacune des quatre catégories mentionnées à l'Article I de la Convention.

3. Dans chaque catégorie les sucres de différentes origines seront employés dans les proportions suivantes, qui représentent approximativement les importations et la productio de chaque pays:—

1RE CATÉGORIE, Nos. 18 à 15.

Maurice	14	pour cent.
Cuba	17	„
Java	24	„
Colonies Françaises—Réunion	29	„
Betterave	16	„
	100	„

2E CATÉGORIE, Nos. 14 à 10.

Indes Occidentales	14	pour cent.
Cuba	44	„
Java	13	„
Betterave	29	„
	100	„

3E CATÉGORIE, Nos. 9 à 7.

Indes Occidentales	38	pour cent.
Cuba	29	„
Brésil	19	„
Java	14	„
	100	„

4E CATÉGORIE, au-dessous de No. 7.

Indes Occidentales	26	pour cent.
Indes Orientales	25	„
Brésil	27	„
Java	22	„
	100*	„

4. Pour les sucres d'une même catégorie et d'une même origine on prendra de chaque qualité une portion aussi proportionnelle que possible aux quantités introduites annuellement dans les entrepôts de Londres.

5. Les sucres seront achetés à Londres. Toutefois on se pourvoira en France, en Belgique, ou dans les Pays Bas, en observant autant que possible le principe maintenu au paragraphe précédent, des espèces de sucre, notamment ceux de Java et de betterave qui ne se trouveront pas dans les entrepôts de Londres.

6. Tous les sucres d'une même catégorie seront confondus en une seule opération de raffinage.

7. On devra produire des mélis, des vergeoises et des sirops dans les proportions qui sont habituellement observées par les raffineurs. Le rendement en sucre sera déterminé en évaluant les vergeoises par 80 pour cent de sucre mélis, et les sirops d'après leur richesse saccharine constatée.

8. Il sera tenu un journal des opérations. Les résultats définitifs seront consignés dans un procès-verbal général signé par les délégués des quatre Etats.

(Translation.)

Article II of the Convention of the 8th November, 1864, stipulates that steps shall be taken for making practical experiments in the refining of raw sugar of each class, and as far as possible of different origins, in order to determine the yields in accordance with which the amounts of drawback or discharge in each of the Contracting States are to be fixed.

With the view to the execution of this stipulation the undersigned Commissioners have met in London, and have agreed that the experiments in refining shall be subject to the following regulations :—

1. The experiments shall commence in the month following the ratification of the Convention of the 8th November, 1864, and shall be continued without interruption. The Commission gives authority to the President of the Conferences held at Paris (who accepts it) to select a refinery outside the four countries, and to direct the operations with the concurrence of delegates of the Contracting Governments.

2. The experiments shall extend over 200,000 kilogrammes of raw sugar of each of the four classes mentioned in Article I of the Convention.

3. In each class sugars of different origins shall be used in the following proportions, which represent approximatively the importations and the production of each country :—

1ST CLASS, Nos. 18 to 15.

Mauritius	14	per cent.
Cuba	17	„
Java	24	„
French Colonies—Réunion	29	„
Beetroot	16	„
	100	„

2ND CLASS, Nos. 14 to 10.

West Indies	14	per cent.
Cuba	44	„
Java	13	„
Beetroot	29	„
	100	„

3RD CLASS, Nos. 9 to 7.

West Indies	38	per cent.
Cuba	29	„
Brazil	19	„
Java	14	„
	100	

* The Table (Annex C, 1st Conference) shows how these figures have been arrived at.

4T CLASS, below No. 7.

West Indies	26 per cent.
East Indies	25 „
Brazil	27 „
Java	22 „
	100* „

4. For sugars of the same class, and of the same origin, there shall be taken of each quality a quantity as nearly in proportion as possible to the quantities annually brought into the warehouses in London.

5. The sugars shall be purchased in London; nevertheless sugars may be obtained in France, Belgium, and Holland (the principle set forth in the preceding paragraph as regards the descriptions of sugar being observed as much as possible), especially those from Java, and beetroot sugars which are not found in the London warehouses.

6. All sugars of each class shall be mixed together in a single refining operation.

7. Refined sugar, bastards and syrups, must be produced in the proportions usually observed by refiners. The yield in sugar shall be fixed in estimating the bastards at 80 per cent. of refined sugar, and syrups according to their ascertained saccharine strength.

8. There shall be kept a journal of the operations; the definitive results shall be embodied in a general record of proceedings signed by the delegates of the four countries.

Third Conference, April 15, 1865.

Present:

For Belgium—
M. Fisco, Inspector-General in the Department of Finance.
M. Guillaume, Director in the Department of Finance.

For France—
M. Barbier, Counsellor of State, and Director-General of Customs and of Indirect Taxation.

For Great Britain—
Mr. Mallet, of the Board of Trade.

For Holland—
M. Uyttenhooven, Secretary-General in the Department of Foreign Affairs.

Mr. F. G. Walpole, *Secretary*.

Proposed arrangement for conducting the experiments discussed.

Mr. Mallet.—I have received the report of the Board of Customs on the arrangement handed in by my colleagues at the last Conference, and which it is proposed should be adopted as the foundation of instructions to the International Commission charged with the duty of conducting the experiments in sugar-refining. With respect to Article I, it has been suggested, having regard to the large consumption of sugar in England, which is found to be 50 per cent. of the whole, and to the fact that experiments will have to be made on sugars of a very low quality, and on such as have rarely, if ever, been imported into France, and with which those who could have to direct the experiments would in a great measure be unacquainted, that it would be more satisfactory if the functions assigned to the President of the Paris Conferences were entrusted to that gentleman and an English Commissioner conjointly, and that the experiments in low classes of sugars should be conducted in this country.

Selection of refinery, &c., entrusted to French and British Commissioners.

The Belgian, Dutch and French Commissioners agreed to the proposition, so far as regarded the addition of the name of the English Commissioner; but with respect to the proposition for conducting the experiments in England they thought that the result of their experiments would be regarded as more satisfactory by interested parties in the respective countries if the experiments were conducted on neutral territory.

Experiments to be conducted on neutral territory.

Mr. Mallet.—The proposition is a fair one, but I understand that there are practical difficulties in dealing with the low classes of sugar in the refinery which it will be difficult to overcome abroad, and the experiments will be very much prolonged unless they are conducted by persons who have had experience in these sugars. By the Protocol attached to the Convention of the 8th November, 1864, the Convention is declared null and void if the experiments are not concluded within a year from the exchange of the ratifications,

* The Table (Annex C, 1st Conference) shows how these figures have been arrived at.

and as the sugars will be purchased in London we shall, if the experiments be made here, save the inconvenience and delay of transporting them.

M. Barbier.—Let us visit a refinery to-morrow, and if we should be of opinion that we shall be unable to overcome the difficulties referred to it will be a good reason for making the experiments in London.

M. Fisco.—We might hand over to the French and English Commissioners the power of selecting the place for the experiments.

M. Uyttenhooven.—I think, as a matter of principle, it is important that the experiments should be conducted upon neutral territory; I have no doubt but that the difficulties will be overcome. Even though the experiments are prolonged, it will be better that they be made on neutral territory.

M. Fisco.—If a year is found to be insufficient our respective Governments could agree to prolong that period.

Mr. Mallet.—I do not insist; having called the attention of the Conference to the difficulties which I am informed exist to making the experiments in these sugars abroad, I have no further objection to urge to the proposition for conducting them on neutral territory.

Quantity of Sugar to be experimented upon.

Article II, which stipulates that the experiments "shall extend over 200,000 kilogrammes of each class of sugar," was amended by general consent, as follows:—"shall extend over from 200,000 to 400,000 kilogrammes, according to the capacity of the machinery used for refining."

Amended Table for calculating the proportionate quantities of Sugars to be used.

Mr. Mallet.—As regards Article III, we all approve of the principle laid down, but as the calculations therein recorded are based on the importations into Great Britain during ten months and on the quantities entered for home consumption during twelve months in each of the three other countries, and as large quantities of Cuba and other sugars imported did not enter into consumption in Great Britain, the proportions stated do not fairly represent her consumption. I beg, therefore, to lay before the Conference a Table (Annex A), in which the quantities entered for home consumption in Great Britain during the year 1864 are shown, and which, I think, should be substituted for the Table handed in at our first Conference (Annex C, 1st Conference). The adoption of this Table will of course necessitate a corresponding alteration of the per-centage of sugars as recorded in Article 3 of the proposed arrangement.

Elimination of certain Sugars from the Table.

The Belgian, Dutch, and French Commissioners accepted the Table handed in by Mr. Mallet. They suggested, in order to simplify the experiments as much as possible, that certain sugars of small importance might advantageously be eliminated therefrom; and the following amended Table (Annex B) specifying the sugars to be used, and their relative importance, was proposed and agreed to as the basis for calculating the per-centage of each sugar to be experimented upon, as provided for in Article 3 of the proposed arrangement.

Yield of "bastards," &c.

Mr. Mallet.—To Articles IV, V, VI, and VIII no objection has been raised, but with reference to Article VII it has been suggested that the terms "bastards" and "syrups" are too vague and uncertain. It would perhaps be better that the yields of bastards should not be estimated at all, but that the actual yields should be ascertained by refining or analysis.

The Belgian, French, and Dutch Commissioners assented, and it was agreed that Article VII be drawn up as follows:—"On devra produire des mélis, des vergeoises, et des sirops dans la proportion qui est habituellement observée par les raffineurs; le rendement en sucre sera déterminé en ajoutant aux mélis obtenus la quantité de sucre de cette espèce représentée par les autres produits du raffinage."

No further observations having been offered, Mr. Mallet said he would cause copies of the arrangement to be prepared in quadruple embodying the amendments which had been agreed upon, and that they would be ready for signature on Monday.

The Conference adjourned until the 17th April.

(Signed) F. G. WALPOLE, *Secretary.*

Annex (A).

Quantités (en millions de kilogrammes) de Sucre brut mis en raffinage en 1862, en France, en Belgique, et dans les Pays-Bas, et en 1864, dans la Grande Bretagne.

Pour la 1re Catégorie (Nos. de Java, 15 à 18.)

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Maurice	1	20	..	..	21	15
Cuba	2	10	3	1	16	11
Java	..	.	4	30	34	24
Réunion	..	40	..	..	40	29
Colonies Françaises de l'Amérique	..	5	..	..	5	4
Betteraves	..	20	2	1	23	16
La Guiane	1	..	..	..	1	1
Indes Orientales	½	..	..	..	½	½
	4½	95	9	32	140½	100½

Pour la 2me Catégorie (Nos. 10 à 14).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales et La Guiane	50	..	..	..	50	12
Maurice	33	10	..	..	43	10
Cuba	68	40	10	1	119	28
Brésil	3	5	..	..	8	2
Java	..	..	1	45	46	11
Réunion	..	10	..	..	10	2
Colonies Françaises de l'Amérique	..	30	..	..	30	7
Surinam	3	90	9	1	103	24
Betteraves	5	..	..	..	5	1
Porto Rico	10	..	..	..	10	2
	172	185	20	47	424	99

Pour la 3me Catégorie (Nos. 7 à 9).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Orientales	3	..	..	..	3	1
Indes Occidentales et La Guiane	56 24	..	..	..	80	29
Maurice	9	..	..	..	9	3
Cuba	41	7	2	1	51	18
Brésil	35	15	..	..	50	18
Iles Philippines	14	..	..	..	14	5
Colonies Françaises de l'Amérique	..	19	..	..	19	7
Surinam	..	..	..	7	7	3
Betteraves	7	30	4	..	41	15
Porto Rico	3	..	..	..	3	1
	192	71	6	8	277	100

* It was found necessary to include in this Table the quantities of Raw Sugar entered for home consumption in Great Britain, there being no data upon which the quantities actually refined could be calculated.

Pour la 4me Catégorie (au-dessous de No. 7).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales et La Guiane	13	..	..	..	13	19
Indes Orientales	10	..	..	..	10	15
Maurice	9	..	..	..	9	13
Cuba	4	..	..	..	4	6
Brésil	20	..	..	..	20	29
Iles Philippines	11	..	..	..	11	16
Betteraves	1	..	..	..	1	1
	68	.	..	..	68	99

Annex (B).

Pour la 1re Catégorie (Nos. 15 à 18).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Maurice	1	20	..	.	21	16
Cuba	2	10	3	1	16	12
Java	..	..	4	30	34	25
Colonies Françaises—Réunion	..	40	..	..	40	30
Betteraves	.	20	2	1	23	17
	3	90	9	32	134	100

Pour la 2me Catégorie (Nos. 10 à 14).

	Angleterre.	France.	Belgique.	Pays Bas.	Total	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales et La Guiane	50	..	..	..	50	14
Maurice	33	10	..	..	43	12
Cuba	68	40	10	1	119	33
Java	..	..	1	45	46	13
Betteraves	3	90	9	1	103	28
	154	140	20	47	361	100

Pour la 3me Catégorie (Nos. 7 à 9).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales	56					
et La Guiane	24	..	..	..	80	36
Cuba	41	7	2	1	51	23
Brésil	35	15	..	..	50	22
Betteraves	7	30	4	..	41	19
	163	52	6	1	222	100

POUR LA 4ME CATÉGORIE (au-dessous de No. 7).

	Angleterre.	France.	Belgique.	Pays Bas.	Total.	Pour Cent.
	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	Millions de Kilogrammes.	
Indes Occidentales et La Guiane	13	..	..	..	13	21
Indes Orientales	10	..	..	..	10	16
Maurice	9	..	..	..	9	14
Brésil	20	..	..	..	20	32
Iles Philippines	11	..	..	..	11	17
	63	..	..	..	63	100

(Translation.)

Annex (A.)

Quantities (in millions of kilogrammes) of Raw Sugar submitted to Refinement* in 1862, in France, in Belgium, and in the Netherlands, and in 1864, in Great Britain.

FOR THE FIRST CLASS (Java Nos., 15 to 18).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
Mauritius	1	20	..	..	21	15
Cuba	2	10	3	1	16	11
Java	..	..	4	30	34	24
Réunion	..	40	..	..	40	29
French Colonies in America	..	5	..	..	5	4
Beetroot	..	20	1	1	23	16
Guiana	1	..	..	..	1	1
East Indies	½	..	..	..	½	½
	4½	95	9	32	140½	100½

FOR THE SECOND CLASS (Nos. 10 to 14).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies and Guiana	50	..	..	..	50	12
Mauritius	33	10	..	..	43	10
Cuba	68	40	10	1	119	28
Brazil	3	5	..	..	8	2
Java	..	..	1	45	46	11
Réunion	..	10	..	..	10	2
French Colonies in America	..	30	..	..	30	7
Beetroot	3	90	9	1	103	24
East Indies	5	..	..	..	5	1
Porto Rico	10	..	..	..	10	2
	172	185	20	47	424	99

* It was found necessary to include in this Table the quantities of Raw Sugar entered for home consumption in Great Britain, there being no data upon which the quantities actually refined could be calculated.

FOR THE THIRD CLASS (Nos. 7 to 9).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions de Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
East Indies	3	..	..	..	3	1
West Indies and Guiana	56 / 24	..	..	..	80	29
Mauritius	9	..	..	..	9	3
Cuba	41	7	2	1	51	18
Brazil	35	15	..	..	50	18
Philippine Islands	14	..	..	..	14	5
French Colonies in America	..	19	..	..	19	7
Surinam	..	..	..	7	7	3
Beetroot	7	30	4	..	41	15
Porto Rico	3	..	..	..	3	1
	192	71	6	8	277	100

FOR THE FOURTH CLASS (below No. 7).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies and Guiana	13	..	..	..	13	19
East Indies	10	..	..	..	10	15
Mauritius	9	..	..	..	9	13
Cuba	4	..	..	..	4	6
Brazil	20	..	..	..	20	29
Philippine Islands	11	..	..	..	11	16
Beetroot	1	..	..	..	1	1
	68	..	..	..	68	99

Annex (B).

FOR THE FIRST CLASS (Nos. 15 to 18).

	Great Britain	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
Mauritius	1	20	..	..	21	16
Cuba	2	10	3	1	16	12
Java	..	..	4	30	34	25
French Colonies—Réunion	..	40	..	..	40	30
Beetroot	..	20	2	1	23	17
	3	90	9	32	134	100

FOR THE SECOND CLASS (Nos. 10 to 14).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies and Guiana	50	..	..	..	50	14
Mauritius	33	10	..	..	43	12
Cuba	68	40	10	1	119	33
Java	..	..	1	45	46	13
Beetroot	3	90	9	1	103	28
	154	140	20	47	361	100

For the Third Class (Nos. 7 to 9).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies and Guiana	56 / 24	..	..	..	80	36
Cuba	41	7	2	1	51	23
Brazil	35	15	..	..	50	22
Beetroot	7	30	4	..	41	19
	163	52	6	1	222	100

For the Fourth Class (below No. 7).

	Great Britain.	France.	Belgium.	Netherlands.	Total.	Per Cent.
	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	Millions of Kilogrammes.	
West Indies and Guiana	13	..	..	..	13	21
East Indies	10	..	..	..	10	16
Mauritius	9	..	..	..	9	14
Brazil	20	..	..	..	20	32
Philippine Islands	11	..	..	..	11	17
	63	..	..	..	63	

Fourth Conference, April 17, 1865.

Present:

For Belgium—
M. Fisco, Inspector-General in the Department of Finance.
M. Guillaume, Director in the Department of Finance.

For France—
M. Barbier, Counsellor of State, and Director-General of Customs and of Indirect Taxation.

For Great Britain—
Mr. Mallet, of the Board of Trade.

For Holland—
M. Uyttenhooven, Secretary-General in the Department of Foreign Affairs.

Mr. F. Walpole, *Secretary.*

Arrangement definitively agreed to.

Mr. Mallet laid before the Conference an arrangement drawn up in accordance with the terms agreed upon at the last Conference (copy and translation of which are annexed, Annex A); and the same having been agreed to by the Commissioners of the respective Powers was duly signed by them in quadruple.

The negotiations then closed.

(Signed) F. G. WALPOLE, *Secretary.*

Annex (A).

Programme des Expériences.

En exécution de l'Article II de la Convention du 8 Novembre, 1864, entre la Grande Bretagne, la France, la Belgique, et les Pays-Bas, qui stipule qu'il sera procédé à des expériences pratiques de raffinage sur les sucres bruts de chaque catégorie et autant que possible des différentes origines, afin de déterminer les rendements d'après lesquels sera fixé le chiffre des drawbacks ou des apurements de soumission dans chacun des États Contractants, les Commissaires soussignés des quatre pays se sont réunis à Londres et sont convenus que les épreuves de raffinage seront soumises aux règles ci-après:—

1. Les expériences commenceront dans le mois qui suivra la ratification de la

Convention du 8 Novembre, 1864, et seront continuées sans interruption. La Commission donne mandat au Président des Conférences à Paris et à Mr. Ogilvie, Commissaire de la Grande Bretagne, de choisir, si c'est possible, une raffinerie située en dehors des quatre Etats, et de diriger les opérations avec le concours de délégués des Gouvernements Contractants.

2. Les expériences porteront, selon la capacité des appareils de raffinage employés, sur 200,000 à 400,000 kilogrammes de sucre brut de chacune des quatres catégories mentionnées à l'Article I de la Convention.

3. Dans chaque catégorie les sucres de différentes origines seront employés dans les proportions suivantes, qui représentent approximativement les importations et la production des quatre pays.

1ere Categorie (Nos. 18 à 15).

Maurice	16	pour cent.
Cuba	12	„
Java	25	„
Colonies Françaises—Réunion	30	„
Betterave	17	„
	100	„

2me Categorie (Nos. 14 à 10).

Indes Occidentales et la Guiane	14	„
Maurice	12	„
Cuba	33	„
Java	13	„
Betterave	28	„
	100	

3me Categorie (Nos. 9 à 7).

Indes Occidentales et la Guiane	36	„
Cuba	23	„
Brésil	22	„
Betterave	19	„
	100	„

4me Categorie (au-dessous de No. 7).

Indes Occidentales et la Guiane	21	„
Indes Orientales	16	„
Maurice	14	„
Brésil	32	„
Iles Philippines	17	„
	100	„

4. Pour les sucres d'une même catégorie et d'une même origine on prendra de chaque qualité une portion aussi proportionnelle que possible aux quantités introduites annuellement dans les entrepôts de Londres.

5. Les sucres seront achetés à Londres. Toutefois on se pourvoira en France, en Belgique, ou dans les Pays-Bas, en observant autant que possible le principe mentionné au paragraphe précédent, des espèces de sucre, notamment ceux de Java et de betterave, qui ne se trouvent pas dans les entrepôts de Londres.

6. Tous les sucres d'une même catégorie seront confondus en une seule opération de raffinage.

7. On devra produire de mélis, des vergeoises, et des sirops dans la proportion qui est habituellement observée par les raffineurs. Le rendement en sucre sera déterminé en ajoutant aux mélis obtenus la quantité de sucre de cette espèce représentée par les autres produits du raffinage.

8. Il sera tenu un journal des opérations ; les résultats définitifs seront consignés dans un procès-verbal général signé par les délégués des quatre Etats.

Fait à Londres, le 17 Avril, 1865.

Pour la Grande Bretagne—
(Signé) LOUIS MALLET.
Pour la France—
BARBIER.
Pour les Pays Bas—
UYTTENHOOVEN.
Pour la Belgique—
FISCO.
GUILLAUME.

(Translation.)

Programme of the Experiments.

With the view to the execution of Article II of the Convention of the 8th of November, 1864, between Great Britain, France, Belgium, and Holland, which stipulates that steps shall be taken for making practical experiments in the refining of raw sugar of each class, and as far as possible of different origins, in order to determine the yields in accordance with which the amounts of drawback or discharge in each of the Contracting States are to be fixed, the undersigned Commissioners of the four countries have met in London, and have agreed that the experiments in refining shall be subject to the following regulations:—

1. The experiments shall commence in the month following the ratification of the Convention of the 8th November, 1864, and shall be continued without interruption. The Commission gives authority to the President of the Conferences held at Paris, and Mr. Ogilvie, British Commissioner, to select, if possible, a refinery situated outside the four countries, and to direct the operations with the concurrence of delegates of the Contracting Governments.

2. The experiments shall extend over from 200,000 to 400,000 kilogrammes of raw sugar of each of the four classes mentioned in Article I of the Convention, according to the capacity of the machinery used for refining.

3. In each class sugars of different origins shall be used in the following proportions, which represent approximately the importations and the production of the four countries:—

1st Class (Nos. 18 to 15).	
Mauritius	16 per cent.
Cuba	12 „
Java	25 „
French Colonies—Réunion	30 „
Beetroot	17 „
	100 „
2nd Class (Nos. 14 to 10).	
West Indies and Guiana	14 „
Mauritius	12 „
Cuba	33 „
Java	13 „
Beetroot	28 „
	100 „
3rd Class (Nos. 9 to 7).	
West Indies and Guiana	36 „
Cuba	23 „
Brazil	22 „
Beetroot	19 „
	100 „
4th Class (below No. 7).	
West Indies and Guiana	21 „
East Indies	16 „
Mauritius	14 „
Brazil	32 „
Philippine Islands	17 „
	100 „

4. For sugars of the same class, and of the same origin, there shall be taken of each quality a quantity as nearly in proportion as possible to the quantities annually brought into the warehouses in London.

5. The sugars shall be purchased in London; nevertheless sugars may be obtained in France, Belgium, or in Holland (the principle set forth in the preceding paragraph as regards the descriptions of sugar being observed as much as possible), especially those from Java, and beet-root sugars which are not found in the London warehouses.

6. All sugars of each class shall be mixed together in a single refining operation.

7. Refined sugar, bastards and syrups, must be produced in the proportion which is usually observed by refiners. The yield in sugar shall be fixed by adding to the refined sugar obtained the quantity of sugar of that description represented by the other produce of the refinery.

8. There shall be kept a journal of the operations; the definitive results shall be

embodied in a general record of proceedings signed by the delegates of the four countries.

Done at London, the 17th of April, 1865.

For Great Britain—
(Signed) LOUIS MALLET.
For France—
BARBIER.
For Holland—
UYTTENHOOVEN.
For Belgium—
FISCO.
GUILLAUME.

Sir J. Emerson Tennent to Mr. Hammond.—(Received October 17.)

Office of Committee of Privy Council for Trade,
Whitehall, October 16, 1866.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you (in original) the *procès-verbaux* of two Conferences recently held at Brussels for the purpose of recording the results of the experiments in sugar refining which have been conducted at Cologne (the direction of which was delegated by the Conferences to M. Barbier and Mr. Ogilvie) in pursuance of the IIIrd Article of the Convention between this country, France, Belgium, and Holland, of the 4th of November, 1864, together with a Report which has been addressed to this Board by Messrs. Mallet and Ogilvie, the British Members of the International Commission, to which the negotiation of this question and the arrangement of the experiments have been committed.

In transmitting these documents I am to call attention to the remarks contained in the Report as to the communications which will be necessary with the other Governments concerned, with a view to the confirmation of the results at which the Conference has arrived, and I am to state that when they shall have received the approval of the Lords of the Treasury (to whom the Report and *procès-verbaux* have been submitted) my Lords will lose no time in acquainting Lord Stanley, with a view of enabling him to proceed to the ulterior steps which may be considered necessary to give effect to the arrangement between the respective Governments.

I have, &c.
(Signed) J. EMERSON TENNENT.

Inclosure 1.

Messrs. Mallet and Ogilvie to the Lords of the Committee of the Privy Council for Trade.

Office of Committee of Privy Council for Trade,
Whitehall, October 6, 1866.

My Lords,

WE have the honour to report that the experiments in sugar refining carried on at Cologne, in pursuance of the stipulations of the International Convention between this country, France, Belgium, and Holland of 8th November, 1864, were brought to a conclusion on the 7th August last.

As, by the IIIrd Article of that Convention, it was provided that the results of such experiments should be approved unanimously by the Delegates of the four Governments, it was arranged that such Delegates should meet in Conference at Brussels on the 20th ultimo.

In pursuance of this arrangement we met the Delegates of France, Belgium, and Holland on that day, and the results of the experiments having been reported by the Chairman, M. Barbier, Director-General of Indirect Taxes in France, were unanimously adopted.

These results are set forth in the minutes of the proceedings of the Conference, which we beg to inclose herewith in original.

Although these results have been, as required by the Convention, agreed to by the Delegates of the four countries, it will, we believe, be further necessary that they should receive the approval of their respective Governments; and, should your Lordships be prepared to recommend such approval, it will remain for the Foreign Office to communicate with the three other Governments concerned, and to decide upon the form in which any international understanding on the subject should be recorded.

In accordance with the stipulations of the IInd and IIIrd Articles of the Convention of 8th November, 1864, it will be incumbent on the British Government to alter the sugar duties and drawbacks so as to make them correspond with the results of the experiments.

On the assumption that the existing rate of 12*s.* 10*d.* is retained for refined sugar, which, for the following calculation, is taken as representing 100, the results of this adaptation of duties to the ascertained yields of the several classes will be these:—

				s.	*d.*
1st Class raw sugar,	94	per cent.	.. ..	12	1
2nd „	88	„	.. ..	11	4
3rd „	80	„	.. ..	10	3
4th „	67	„	.. ..	8	7

It will, however, be for the Government to determine the exact amounts of the respective rates, should it be considered desirable to increase or decrease the duties on

sugar generally, without reference to the operations of the Treaty; but in any such alterations the proportions of the different classes to each other, and to the duty on refined sugar, must be in accordance with the scale established by the experiments.

The object of the negotiations which have led to these results was to effect the abolition of all bounties which might be given to the refiners of any country in the amount of drawback allowed on the exportation of refined sugar.

It was never denied by the Governments of France, Belgium, and Holland that their drawbacks did include a considerable bounty on exportation, or, in other words, that they remitted more than they actually received for the duty on raw sugar; but each Government individually declared itself unable to abolish these bounties so long as they were retained by the other countries concerned, and hence the necessity of uniform and simultaneous action on the part of all the States who became parties to the Convention.

By the adoption of the results of the experiments this desirable object will be obtained. The drawback in each country will be identical in its proportion to the duties levied on importation, and will, as exactly as it is possible to calculate, represent the actual amount of duty on the raw sugar from which it has been made.

In Holland the refiner was formerly allowed the amount of duty payable on 100 lbs. of raw sugar for every 79·7 of refined which he exported, and as the Dutch law did not define what should be deemed raw or refined, sugars equal to the Dutch numbers 19 and 20, which would be considered as refined in this country, were admitted as raw; and although such sugars would contain certainly not more than 1 or 2 per cent. of impurity upon their being converted into loaf sugar, the duty for every 100 lbs. was remitted on the exportation of 79·7, leaving the difference extracted free of duty in the hands of the refiner, which was equal to a bounty of about 4 per cent.

In France and Belgium a similar system has existed, but under the arrangement now to be established in accordance with the results of the experiments recently concluded, all these bounties will be swept away, and the refiners of each of the contracting countries will be placed on an equal footing. This cannot fail to prove a great advantage to our refiners, who have hitherto, through this unequal system, been undersold by the foreigner both in our home markets and in those of neutral countries: to such an extent, indeed, have they suffered from this system, that whereas formerly we possessed a large foreign trade in refined sugar, our export trade in that article is now almost nominal.

The Protocol of the 21st September contains an account of the expenses incurred by the four Governments in respect of the recent experiments. It will be seen from this account that the total sum expended after deducting the difference between the cost of refining and the sale of the products obtained has been 728,619·50 francs, of which 182,154·87 francs must be borne by each of the contracting countries.

As England had expended in the purchase of raw sugars a considerably larger sum than her share in the cost of these experiments, a large balance was payable to her by the other countries.

Of this balance, 325,032·25 francs have been already remitted, and the remaining sum due will be paid by Holland and Belgium.

It is not necessary for us to refer more fully on this occasion to the particulars of this arrangement, as they will form the subject of a separate report from the Commissioners of Customs in transmitting their accounts to the Lords Commissioners of the Treasury.

We have, &c.
(Signed) LOUIS MALLET.
R. A. OGILVIE.

Inclosure 2.

Exécution de l'Article III de la Convention Internationale du 8 Novembre, 1864, sur le Régime des Sucres.

Procès-Verbal de la 1ère Séance. La Commission est réunie à Bruxelles, au Ministère des Finances, le 20 Septembre, 1866, à une heure et demie.

Commissaires présents :

M. Barbier, Conseiller d'Etat, Directeur Général des Douanes et des Contributions indirectes de France, *Président ;*

M. Mallet, Membre du Board of Trade ;

M. Ogilvie, Surveyor-General des Douanes de la Grande Bretagne ;

M. Fisco, Inspecteur-Général au Ministère des Finances de Belgique ;

M. Guillaume, Directeur au Ministère des Finances de Belgique ;

M. Ozenne, Conseiller d'Etat, Directeur du Commerce Extérieur au Ministère de l'Agriculture, du Commerce, et des Travaux Publics de France ;

M. Uyttenhooven, Administrateur-en-chef des Contributions Directes, Douanes, et Accises des Pays-Bas ;

M. Motké, Inspecteur-en-chef des Contributions Directes, Douanes, et Accises, au Ministère des Finances à La Haye ;

M. Dujardin, Chef de Bureau au Ministère des Finances, *Secrétaire.*

Assistant à la Conférence, MM. les Délégués chargés de suivre les expériences de raffinage qui ont été effectuées à Cologne.

M. le Président ouvre la séance en rendant compte, tant en son nom qu'au nom de M. Ogilvie, de l'exécution du mandat qui leur a été confié par leurs collègues des Pays-Bas et de la Belgique, pour diriger les expériences de raffinage de sucre brut à effectuer en exécution de l'Article II de la Convention.

Il explique qu'il s'est rendu à Cologne à diverses reprises avec son collègue, pour constater la conformité des sucres mis en œuvre ainsi que la bonne exécution des opérations de raffinage. Il ajoute que ces opérations ayant été suivies d'une manière continue par les délégués désignés par chacun des pays contractants, chaque Gouvernement a été tenu au courant des faits qui se sont produits.

Il invite M. Ruau, en sa qualité de Président de la Commission des expériences, à faire connaître, d'après les procès-verbaux rédigés en conformité de l'Article 8 du programme arrêté à Londres par la Conférence le 17 Avril, 1865, les résultats obtenus pour chaque catégorie de sucre. Ce dernier énonce les résultats suivants :—

1re categorie. Il a été mis en travail une quantité de 400,000 kilogrammes de sucre brut, composée, en provenances et en qualités, conformément aux prescriptions du programme, et on a obtenu, par 100 kilogrammes mis en raffinage :—

	Kilos.	g.
1. Un lot de mélis s'élevant à...	89	353
2. Trois lots de vergeoises de diverses qualités s'elevant ensemble à	4	570
3. Un lot de mélasses s'élevant à	3	304
4. Balayures de mélis (pour mémoire)	0	037
	97	264

L'ensemble de ces produits a été évalué à un rendement en sucre mélis de 94 pour cent.

2e catégorie. Quantité mise en travail dans les conditions du programme : 400,000 kilogrammes.

Quantités obtenus par 100 kilogrammes mis en raffinage :—

	Kilos.	g.
1. Un lot de mélis s'élevant à..	83	791
2. Deux lots de vergeoises de diverses qualités s'élevant ensemble à	3	181
3. Trois lots de mélasses de diverses qualités représentant ensemble	8	174
	95	146

L'ensemble de ces produits à été évalué à un rendement en sucre mélis de 88 pour cent.

3e catégorie. Quantité mise en travail dans les conditions du programme : 384,220 kilogrammes.

Quantités obtenus par 100 kilogrammes mis en raffinage :—

	Kilos.	g.
1. Un lot de mélis s'élevant à	70	378
2. Trois lots de vergeoises de diverses qualités s'élevant ensemble à	6	872
3. Sept lots de mélasses de diverses qualités représentant ensemble	14	817
4. Balayures de mélis (pour mémoire)	0	013
	92	080

L'ensemble de ces produits a été évalué à un rendement en sucre mélis de 80 pour cent.

4e catégorie. Quantité mise en travail dans les conditions du programme: 408,637 kilogrammes.

Quantités obtenus par 100 kilogrammes mis en raffinage :—

	Kilos.	g.
1. Un lot de mélis s'élevant à	51	556
2. Sept lots de vergeoises de diverses qualités s'élevant ensemble à	11	115
3. Dix lots de mélasses de diverses qualités représentant ensemble	29	060
4. Balayures de mélis (pour mémoire)	0	058
	91	789

L'ensemble de ces produits a été évalué à un rendement en sucre mélis de 67 pour cent.

Après cet exposé, la Conférence adhère à l'unanimité aux résultats énoncés ci-dessus. Elle remercie MM. Barbier et Ogilvie, Directeurs des Expériences, M. Ruau, Président de la Commission des Délégués, et les Membres de cette Commission, MM. Le Feuvre, Grobbée, et Laurent, des soins qu'ils ont apportés à la conduite et à l'exécution de cette importante opération.

Avant de clore la séance, la Conférence émet le vœu que les nouveaux rendements soient appliqués à partir du 1er Mai, 1867, ou même à un date plus rapprochée, dans le cas où la Grande Bretagne aurait obtenu plus tôt la sanction légale aux modifications qu'elle doit apporter dans son Tarif des droits d'entrée.

La séance est levée à 3½ heures.

Le Président,
(Signé) BARBIER.
LOUIS MALLET.
R. A. OGILVIE.
FISCO.
F. GUILLAUME.
J. E. OZENNE.
A. UYTTENHOOVEN.
MOTKE.
Le Secrétaire,
DU JARDIN.

(Translation.)

Execution of Article III of the International Convention of November 8, 1864, *relative to the Sugar System.*

Minute of the 1*st Meeting. The Commission assembled at Brussels, at the Department of Finance, September* 20, 1866, *at half-past* 1 *o'clock.*

Commissioners present:

M. Barbier, Councillor of State, Director General of the French Customs and Indirect Taxation, *President;*

Mr. Mallet, Member of the Board of Trade;
Mr. Ogilvie, Surveyor-General of the Customs of Great Britain;
M. Fisco, Inspector-General in the Department of Finance of Belgium;
M. Guillaume, Director in the Department of Finance of Belgium;
M. Ozenne, Councillor of State, Director of Foreign Commerce in the Department of Agriculture, Commerce, and Public Works of France;
M. Uyttenhooven, Administrator-in-Chief of the Direct Taxation, Taxes, and Excise of the Netherlands;
M. Motke, Inspector-in-Chief of Direct Taxation, Customs, and Excise in the Department of Finance at the Hague;

M. Du Jardin, Chief Clerk in the Department of Finance, *Secretary;*

Assisting at the Conference, the Delegates charged with the supervision of the experiments in refining which have been undertaken at Cologne.

The President opened the proceedings by reporting, as well in his own name as in that of Mr. Ogilvie, the execution of the commission intrusted to them by their colleagues of the Netherlands and Belgium, to direct the experiments in the refinement of raw sugar, to be undertaken in execution of Article II of the Convention.

He explained that he repaired to Cologne several times with his colleague, in order to verify the conformity of the sugars operated upon, as well as the due execution of the operations of refining. He added, that those operations having been watched continuously by the delegates appointed by each of the Contracting Parties, each Government was kept informed of the facts which occurred.

He requested M. Ruau, in his character of President of the Commission for the experiments, to state, according to the procès-verbaux prepared in conformity with Article 8 of the programme arranged at London by the Conference of the 17th of April, 1865, the results obtained for each class of sugar.

M. Ruau stated the following results :—

1st class. A quantity of 400,000 kilogrammes of raw sugar, composed, as to origin and quality, in conformity with the requirements of the programme, was operated upon ; and there was obtained for every 100 kilogrammes submitted to refinement :—

	Kilos.	g.
1. A lot of pure sugar amounting to	89	353
2. Three lots of bastards and pieces of various qualities amounting altogether to ..	4	570
3. A lot of molasses amounting to	3	304
4. Sweepings of pure sugar (for account)	0	037
	97	264

The total of this produce was estimated at a yield in pure sugar of 94 per cent.

2nd class. Quantity operated on, according to the conditions of the programme, 400,000 kilogrammes.

Quantities obtained for every 100 kilogrammes submitted to refinement :—

	Kilos.	g.
1. A lot of pure sugar amounting to	83	791
2. Two lots of bastards and pieces of various qualities, amounting altogether to ..	3	181
3. Three lots of molasses of various qualities representing altogether	8	174
	95	146

The total of this produce was estimated at a yield in pure sugar of 88 per cent.

3rd Class. Quantity operated on according to the conditions of the programme, 384,220 kilogrammes.

Quantities obtained for every 100 kilogrammes submitted to refinement :—

	Kilos.	gr.
1. A lot of pure sugar amounting to	70	378
2. Three lots of bastards and pieces of various qualities amounting altogether to ..	6	872
3. Seven lots of molasses of various qualities representing altogether	14	817
4. Sweepings of pure sugar (for account)	0	013
	92	080

The total of this produce was estimated at a yield in pure sugar of 80 per cent.

4th Class. Quantity operated on according to the conditions of the programme, 408,637 kilogrammes.

Quantities obtained for every 100 kilogrammes submitted to refinement :

	Kilos.	g.
1. A lot of pure sugar amounting to	51	556
2. Seven lots of bastards and pieces of various qualities, amounting altogether to ..	11	115
3. Ten lots of molasses of various qualities, representing altogether	29	060
4. Sweepings of pure sugar (for account)	0	058
	91	789

The total of this produce was estimated at a yield in pure sugar of 67 per cent.

After this statement, the Conference unanimously adhered to the results above set forth. The Conference thank M. Barbier and Mr. Ogilvie, Directors of the Experiments, M. Ruau, President of the Commission of Delegates, and M. le Feuvre, M. Grobbée, and M. Laurent, the Members of that Commission, for the care which they took in conducting and executing that important operation.

Before closing the meeting, the Conference expressed the wish that the new yields should be applied from and after the 1st of May, 1867, or even at an earlier date in case

Great Britain should have sooner obtained a legal sanction to the modifications which she will have to make in her Tariff of import duties.

The meeting broke up at half-past 3 o'clock.

The President,
(Signed) BARBIER.
LOUIS MALLET.
R. A. OGILVIE.
FISCO.
F. GUILLAUME.
J. E. OZENNE.
A. UYTTENHOOVEN.
MOTKE.

The Secretary,
DU JARDIN.

Inclosure B.

Procès-Verbal de la 2e Séance.

LA Conférence se réunit au Ministère des Finances le 21 Septembre, à trois heures.

Sont présents :—

MM. les Commissaires.
Le Secrétaire.
Les Délégués composant la Commission des Expériences.

Le procès-verbal de la première séance est lu et approuvé.

M. le Président et M. Ogilvie soumettent à la Conférence, avec pièces justificatives à l'appui, les comptes des dépenses effectuées pour les frais d'expériences de raffinage de sucre brut qui ont eu lieu à Cologne. Après examen de ces pièces, la Conférence arrête le décompte ainsi qu'il suit :—

Dépenses faites pour achat de sucres bruts—

	Fr.	c.
Par la France	299,559	45
Par la Grande Bretagne (25,910*l.* 6*s.* 6*d.*)	647,758	15
Par les Pays Bas (50,242 florins 89 cents)	106,334	15
	1,053,651	75
A déduire, la somme payée par la Société Rhénane, propriétaire de la raffinerie où ont été effectués les expériences, somme formant la différence entre le coût des opérations et la vente des produits (334,783 francs 14 centimes) réduite de 9,750 francs 89 centimes pour perte sur le change des thalers en livres sterling, ci	325,032	25
	728,619	50
Soit pour chaque pays ($\frac{1}{4}$)	182,154	87

En conséquence, la somme de 325,032 francs 25 centimes ci-dessus ayant été remise à la Grande Bretagne, il restera à payer, savoir :—

	Fr.	c.
Par les Pays Bas à la Grande Bretagne	75,820	72
Par la Belgique :		
A la France	117,404	58
A la Grande Bretagne	64,750	30

La séance est levée à quatre heures.

Le Président,
Signé) BARBIER.
A. UYTTENHOOVEN.
MOTKE.
LOUIS MALLET.
R. A. OGILVIE.
J. E. OZENNE.
FISCO.
F. GUILLAUME.

Le Secrétaire,
(Signé) DU JARDIN.

(Translation.)

Minute of the 2nd Meeting.

THE Conference assembled at the Department of Finance, September 21, at 3 o'clock.

Present:—

The Commissioners.
The Secretary.
The Delegates composing the Committee of Experiments.

The Minute of the first meeting was read and approved.

The President and Mr. Ogilvie submitted to the Conference, together with vouchers in support thereof, the accounts of the expenses incurred for the cost of the experiments in refining of raw sugar which have taken place at Cologne. After examining those documents, the Conference arranged the adjustment as follows:—

Expenses incurred in the purchase of raw sugars—

	Fr.	c.
By France	299,559	45
By Great Britain (25,910*l.* 6*s.* 6*d.*)	647,758	15
By the Netherlands (50,242 florins 89 cents)	106,334	15
	1,053,651	75
Deduct the sum paid by the Rhenish Society, proprietor of the refinery wherein the experiments were made, being the difference between the cost of the operations and the sale of the produce (334,783 frs. 13 c.) less 9,750 frs. 89 c. loss upon the conversion of thalers into pounds sterling	325,032	25
	728,619	50
Being for each country one-fourth	182,154	87

In consequence, the sum above mentioned of 325,032 francs 25 centimes having been paid to Great Britain, there remains to be paid—

	Fr.	c.
By the Netherlands to Great Britain	75,820	72
By Belgium:		
To France	117,404	58
To Great Britain	64,750	30

The meeting broke up at 4 o'clock.

The President,
(Signed) BARBIER.
A. UYTTENHOOVEN.
MOTKE.
LOUIS MALLET.
R. A. OGILVIE.
J. E. OZENNE.
FISCO.
F. GUILLAUME.

The Secretary,
(Signed) DU JARDIN.

Report of the Board of Customs, dated October 5, 1866.

To the Lords Commissioners of Her Majesty's Treasury.

YOUR Lordships having been pleased by Mr. Hamilton's letter of the 1st of July, 1865, to approve of the arrangements proposed in our Report of the 22nd of June preceding, for conducting the experiments in sugar refining, agreed upon by the International Convention signed at Paris on the 8th of November, 1864, relating to the drawbacks on sugar, Mr. Ogilvie, one of the Surveyors-General of this Department, was instructed to carry these arrangements into effect on the part of Her Majesty's Government; and M. Le Feuvre, an Assistant Surveyor in this Department, was directed to proceed to Cologne, and remain there to watch the progress and results of the experiments.

The experiments having been completed on the 27th August last, we have now to transmit, for the information of your Lordships, copy of a Memorandum prepared by Mr. Ogilvie in the month of January last, showing in detail the proceedings which had up to that time been taken, in pursuance of the provisions of the International Convention referred to; together with copy of a further Report of Mr. Ogilvie, dated the 27th ultimo, showing the final results of the experiments, and the changes which it will be necessary to make, in consequence, in the rates of duty now in force on the several qualities of sugar.

From these Reports your Lordships will perceive what an important part Mr. Ogilvie has taken in making the necessary preliminary arrangements for conducting the experiments at Cologne, and how valuable have been his services throughout the whole proceedings, in consequence of his intimate acquaintance with the whole question of sugar and its products.

We believe that the success of these arrangements and of the actual experiments (the results of which have been unanimously accepted and approved by the Representatives of all the countries concerned), may fairly be attributed in a great measure to the tact, ability, and energy that have been exhibited by Mr. Ogilvie; and we trust that his services, which have been specially recognized in a highly complimentary letter, addressed by the French Ambassador to the Board of Trade on the 29th January last, as well as those of M. Le Feuvre, who has attended at Cologne, and taken notes of the process of refining during the whloe progress of the experiments, will meet with your Lordship's approbation.

(Signed) J. GOULBURN.
R. W. GREY.

Custom House, October 6, 1866.

Inclosure 1.

Memorandum of the Proceedings instituted in pursuance of the International Convention between Great Britain, France, Belgium, and the Netherlands, regulating the Drawbacks on Sugar, signed at Paris, November 8, 1864.

IN order to carry into effect the stipulations of the International Treaty concluded at Paris in November 1864, regulating the drawback to be granted by the respective Governments of England, France, Belgium, and Holland, on the exportation of refined sugar, the Commissioners of the four countries again met in conference in London in the early part of last April.

At these Conferences it was agreed—

That the experiments specified in the IInd Article of the Treaty should be commenced in the month following the ratification of the Treaty, and should be continued without interruption until completed.

That authority should be given to M. Barbier, the French Commissioner and President of the Conferences, and to Mr. Ogilvie, British Commissioner, to select, if possible, a refinery not situated in any of the four countries, and to direct the operations, with the concurrence of delegates of the Contracting Governments.

That the experiments should extend over from 200,000 to 400,000 kilogrammes (from 200 to 400 tons) of raw sugar of each of the four classes mentioned in Article I of the Convention, according to the capacity of the machinery used, and that such sugars should be selected as nearly as possible according to the proportions in which sugar is produced in different countries.

That the sugars should, as far as possible, be bought in London, but that those that

were peculiar to the markets of France, Belgium, or Holland, such as beet-root, Java, Réunion, &c., should be purchased in those countries.

That the whole of the sugars of each class should be respectively mixed together to form a single experiment for the class, and that the process of refining should be carried on according to the practice usually adopted by refiners.

In the course of the discussion of these matters, it was mentioned that Cologne would be a desirable locality in which to conduct the experiments, it being in a neutral country (Prussia), and possessing a large trade in sugar-refining, and therefore most likely to afford the necessary appliances.

Availing himself of this suggestion, M. Barbier set on foot certain inquiries in that city, and succeeded in finding a refinery which appeared in every respect suitable for the purpose. This establishment belonged to a Joint Stock Company called the "Rhein Actien Verein für Zucker Fabrication," the leading members of which were MM. Charles Jöst and Sons, Von Rath, and Castanjer, all of high standing and respectability.

This society was said to be one of the largest and most successful in Germany, and might be considered therefore to combine all the desired guarantees for carrying out the experiments.

The conditions upon which the Society offered to conduct the experiments under the supervision and direction of the four Contracting Countries were, that they should be paid 100*l.* for every working day, and 40*l.* for Sundays and holidays, for eight months, for which period the refinery was to be taken, but that after that time a deduction in the payments should be made.

The terms were no doubt high, but this refinery was in full activity, and the proposal for taking it did not originate with the Company, but with the Representatives of the four countries, and it was therefore necessary not only to pay a fair rent for the premises, and to repay the amount disbursed for labour, but also to remunerate the Company for the loss of profit that might accrue from the business they would carry on in the premises, if remaining in their own occupation.

This proposal was communicated by M. Barbier in May last, through the French Ambassador, with a request that I would, in pursuance of the authority delegated by the Commission as above stated, take steps for proceeding immediately to Cologne, in order that we might conjointly without further delay examine the refinery, and, if satisfied, conclude the agreement with the Rhenish Company.

I shortly afterwards repaired to Paris to comply with M. Barbier's request; but on arrival there I was informed by him that he had sent an official, in whom he had great confidence, to inspect the refinery, and that, from the report of that gentleman, he was satisfied as to its fitness, and was, if I saw no further objection, prepared to close with the offer. I, however, declined doing so until I had evidence from some person, practically acquainted with refining, of the fitness of the machinery, &c., for the purposes of the experiments, more especially as in the last classes it would be necessary to use raw sugars, the use of which was chiefly confined to Great Britain. I, however, undertook to obtain the necessary information with as little delay as possible. I also informed M. Barbier, that I considered the expense was very great; and although on the part of England, I should not raise any objection on that ground, still as I thought the work could be performed for much less in England, I hesitated to put the other countries, Belgium and Holland, to more expense than absolutely necessary. It was settled therefore that I should return to England and despatch some one immediately to Cologne, and also ascertain as nearly as possible the cost at which the experiments might be performed in this country, when M. Barbier would communicate with the other countries on the question. Upon my arrival in London, I requested Mr. Gadesden, the chairman of the Committee of London Refiners, to proceed to Cologne to inspect the refinery, and I ascertained and informed M. Barbier that the cost of the experiments if carried on in London, would not exceed one-half of the sum required at Cologne. M. Barbier communicated this fact to the other Governments, and the Belgian Government left it to him to exercise his own discretion, but the Dutch Government objected to London on any terms.

M. Barbier and myself had therefore no alternative but to accept the offer of the Cologne Company, and, having received a very favourable report from Mr. Gadesden, I gave M. Barbier my full consent to the proposal, and requested him to conclude the agreements. I beg to annex translations of the arrangement concluded between M. Barbier and the Company.*

In thus carrying into effect the work imposed upon me in conjunction with M. Barbier, it was necessary that I should receive authority and instructions from Her Majesty's Government for incurring the necessary expense for the refinery, and for purchasing the

* Appendix (A), page 41.

sugars and obtaining the assistance of practical persons not in the public service. This authority was given by Mr. Hamilton's letter of the 1st July, 1865, intimating that the Lords of the Treasury, having had under consideration the Board's report of the 22nd of the previous month, were pleased to sanction the outlay necessary to carry into effect the stipulations of the Treaty.

Having completed the arrangements necessary to secure the means of refining the sugars to be experimented upon, the next step required was to procure those sugars. For this purpose it was necessary to obtain full particulars of the sugar trade of each country, and to ascertain exactly not only in what proportions the sugars of every country were consumed, but also the proportions in which particular qualities of such sugars entered into consumption.

In France, Belgium, and Holland, the sugar trade is almost exclusively confined to beetroot sugar, and sugar the produce of their respective colonies; consequently the greater number and variety of sugars were be be found in the English market. M.Barbier therefore requested me to prepare an account of the proportions in which sugar was produced in different countries, and of the varieties and proportions of the different qualities of each description of sugar, and also to obtain samples of every variety, for our joint selection and approval, with the assistance of practical delegates from the four countries.

I having, with the assistance of M. E. P. Le Feuvre, Acting Surveyor of Customs in London, whom the Board had appointed to aid me, completed the task assigned me by my colleague M. Barbier, he requested the Dutch and Belgian Governments to send some practical delegates to meet him in London, and to take part in the selection of the samples of sugar which were to be chosen for refining.

In the first week in July M. Barbier arrived in London, accompanied by M. Ozenne, Councillor of State and Director of Foreign Commerce in Paris, and by M. Ruau, a gentleman holding the position of "Sous Chef" in the French Customs, and Delegates having arrived from Holland and Belgium, viz.:—

M. Grobbée, Controller of Customs and Excise at the Hague;

M. Hiltjesdam, Surveyor of Customs and Excise at Rotterdam;

M. Carnonckel, Special Inspector of Customs and Excise at Brussels;

M. Dujardin, Chef de Bureau in the Department of the Minister of Finance at Brussels.

On the 6th of that month, we met at the Custom-house in London, and examined the samples of sugars that had been prepared by myself and M. Le Feuvre as standards for the assessment of sugars under the system about to be introduced, agreeably to Article I of the Convention, in the three countries which hitherto had not used standard samples. It was also then determined by M. Barbier and myself that as the apparatus in the Cologne refinery was capacious, the full quantity named at the London Conferences, viz., 400 tons of each class, should be taken for the experiments, and a Table* was drawn up and approved by us, setting forth the quantities, kinds, and qualities that were to form the materials of the assessment according to the natural proportions of their production, and 190 samples were selected by us, in conjunction with the Delegates, as representing the sugars described in the Table; duplicate sets of these samples were carefully packed into bottles and sealed; one set to be conveyed to the Hague, and one set to be sent to Cologne for comparison with the sugars that were to be purchased in France, Holland, and England, and forwarded to Cologne for refining. M. Barbier, as President, then summoned the Commissioners of the four countries to meet at the Hague in accordance with previous arrangements, in order that the samples selected as above stated should be submitted to all the members of the Conference for their joint approval, before commencing the actual work of the experiments.

On the 15th of July, the Commissioners of the four countries met at the Hague, when the various samples were presented to them. After some slight alterations in the standards, and some discussion on points of minor importance, the whole were at the second sitting, on the 17th of July, approved. It was also arranged at these Conferences that France should purchase the beet-root sugar and the sugars of Réunion, and also the finer qualites of the Havannah and Mauritius; that the Java sugar should be purchased in Holland; and that the remainder, about three-fourths of the whole, were to be purchased by me in England.

From the Hague, I, accompanied by M. Le Feuvre, proceeded to Cologne to make the necessary arrangements for the receipt and storing of the sugars there, as well as for their transmission from Rotterdam to that place, and also to settle with the Rhenish Company all the details relating to the commencement and course of the work, the

* Appendix (B), page 43.

mode of keeping the accounts of the progress of the experiments, of their results, and of the sale of the produce; having done which, I returned to London to commence at once the purchase of the sugars.

Not being myself acquainted with the usages of trade, nor possessing knowledge of the best modes of purchasing goods, and considering that it was not desirable that an officer holding a responsible position in a Revenue Department should enter into personal traffic with merchants, I deemed it best that the sugars should be purchased according to my directions through a broker, and I engaged Messrs. Rolls and Lucock, of Mincing-lane, Colonial Brokers, a highly respectable firm, to transact that part of the business.

These preliminary arrangements had necessarily occupied a considerable time. It was stipulated in the Treaty that it should be ratified within eight months from the date thereof, and that the experiments should commence immediately after the exchange of the ratifications.

By the XXth Article of the Treaty, the whole of the engagements were made subject, as far as necessary, to the constitutional laws of the various Contracting Countries, and as several of the stipulations required to be confirmed and legalized by the respective Legislatures, some months were also occupied in obtaining such confirmations.

For all these purposes the eight months were barely sufficient, and the ratification was therefore delayed as long as possible, but on the 5th of July the ratifications were exchanged at Paris, and at such exchange a Minute was drawn and signed by the Plenipotentiaries of the four Powers, agreeing that the Treaty should not come into operation till the 1st of August, 1865. The Treaty as ratified was laid before Parliament, and a copy is annexed.*

The various sugars representing the 1st Class having been purchased, as agreed upon, and forwarded to Cologne at the latter end of August, I repaired again to that city to meet M. Barbier, and, conjointly with him, to superintend the commencement of the experiments, and on the 1st of September last we entered upon the occupation of the refinery, and the process of refining was commenced.

It will be seen by the Agreement (Appendix A) that the Rhenish Company were to find the labour, fuel, &c., and to carry on the whole process of the refining according to the usual mode adopted by the trade, subject, however, to the directions of M. Barbier and myself, and under the supervision of the practical delegates of the Contracting Countries.

Though reposing every confidence in the honour and integrity of the Rhenish Company in so important a matter, it was necessary to be quite sure that the work was not only honestly performed, but that the operations should be conducted in the way best suited to ensure a just and proper result, and that therefore they should be well looked to by persons possessing a perfect knowledge of the theory and practice of refining.

M. E. P. Le Feuvre, of the London Customs, had been, as before stated, appointed by the Board to assist me, and, although he possessed considerable knowledge of the qualities of sugar, and I had every confidence in his care and attention, still he did not possess any practical knowledge of refining, as our Customs officers do not, under the existing laws, have anything to do with that branch of trade. It was necessary, therefore, that I should exercise the power given me by the Lords of the Treasury to seek the assistance of parties not in the public service, and I again applied to Mr. Gadesden, the Chairman of the Committee of the London Sugar Refiners, whose great intelligence and practical knowledge and high standing in the commercial world rendered him, in my opinion, the most eligible for my purpose, more especially as I had been given to understand by the refiners of London, Bristol, and the Clyde, that they had deputed him to represent their interests in any matters upon which I might desire on the part of the Government to communicate with the trade. This gentleman having, with a readiness which I beg to acknowledge, consented to give me every assistance I might require, I requested him to meet me at Cologne, that I might have the benefit of his opinion and advice as to the way in which it was proposed to conduct the process of refining. He complied with my request, and having joined me at Cologne, and fully inquired into the course proposed to be adopted, he expressed his perfect satisfaction with all the arrangements. I also engaged M. Otten, a native of Hanover, and a practical refiner, who had been for upwards of twenty years manager of a large London refinery, and as to whose character, conduct, and practical knowledge I had the most satisfactory references.

Mr. Gadesden's visit to Cologne was of course only temporary, but Mr. Otten I engaged to remain during the whole period of the experiments, to be present in the refinery at all times when work was going on, so as to watch all the operations, and to call my attention to anything that might be in any way objectionable.

I may mention that the refinery is also under the surveillance of the Prussian

* Appendix (C), page 44.

Customs, sugars imported into that country for refining being chargeable with a lower rate of duty than if intended for consumption in the raw state. The revenue officers, therefore, attend to see the sugars delivered from the bonded warehouse into the refinery, where they take the weight and see the sugars mixed with 10 per cent. of animal charcoal, and watch it being turned into the pans.

The French Government are represented by M. Ruau before mentioned, a very intelligent officer, possessing scientific knowledge, and well acquainted with sugar and the process of refining.

The Dutch Government also sent their Controller, M. Grobbée, assisted by a practical refiner, who has been received into their service for the purpose of instructing their Customs officers and carrying out generally the new system of sugar duties instituted by the Treaty. He also is very intelligent, and appears to possess a thorough knowledge of the qualities of sugar, of the process of refining, and of the scientific modes of testing and analyzing sugar.

The Belgian Government have also their representative, M. Laurent, an Inspector of Customs at Antwerp, and the Prussian Government requested that they might take part in the experiments so far as having a representative present, and M. Fleischäuer, who holds a high position in the Customs at Cologne, has been appointed for this duty. These gentlemen all work well together, and, I am happy to say, with the greatest harmony; they inspect every parcel of sugar before being sent into the refinery, to see that it corresponds with the quality of the particular sample approved by the Conference, which it is to represent. They also analyze a sample of each parcel of sugar as a check upon the final products. They take turns in the supervision of the refinery and the progress of the experiments; take the weights of all the sugars as they are turned into the pans, and an account of all the various products; they analyze also samples of all the scum and of the water used for washing the filters to see that neither contain any appreciable quantity of sugar; and they keep an official record of all their proceedings; they have also to inspect the books of the Company containing the accounts of the sales of the refined products which take place from time to time.

Having thus made all necessary arrangements for the due progress of the experiments, it was no longer necessary for M. Barbier or myself to remain at Cologne simply to watch the continuance of the work. As soon therefore as I felt all was going on well and satisfactorily, I returned to England to purchase and send off the sugars for the 2nd class. We had arranged, however, again to meet at the end of October, at which time the experiments for the 1st class were expected to be completed. It had also been intimated to us that the Prussian Government were desirous that the Zollverein should become a party to the Treaty, to which proposition the assent of the four Governments had been obtained, and that it was contemplated that a Commission should meet us (M. Barbier and myself), upon our return to Cologne, to obtain information as to the stipulations and objects of the Treaty, and also to consider what changes it would be necessary to effect in the fiscal laws of the Zollverein to enable the Prussian and other Governments to determine whether it would be desirable for them to carry out the proposed adoption of the principles of the Treaty. M. Barbier considered that, as the powers intrusted to him and me simply related to the management of the experiments, it would be necessary that any proceedings of the above nature should be conducted by the Conference generally, and he therefore summoned the Commissioners of Holland and Belgium to meet us at Cologne, which they did; but we were informed, upon our assembling there, in the last week of October, that the Prussian Government were not in a position to carry out their intention of sending Commissioners to discuss the matter with us. Before departing, however, the Commissioners of the four countries, at a meeting of 1st November, determined, with reference to the arrangement made in London on 17th of April, 1865, that the products, other than pure refined sugar, should be carried to account according to the quantity of refined sugar they might be considered to represent; and also with reference to Articles XII and XIII of the Treaty, came to a resolution that the "pieces" or "bastards" should be estimated as yielding the same as raw sugar of equal quality, such equality being determined by the usual elements of colour, strength and grain, and that the treacle should be exhausted below 50 per cent., and if showing a strength between 50 and 45 per cent. should be estimated as being equal to one-third of raw sugar of the 2nd class, and if of less strength than 45 per cent. should be estimated at one-fourth only of the same sugar, and that then those qualities should be converted into refined, according to the actual yield of the raw sugar of 2nd class, as shown by the experiments.

The Conference then broke up, and M. Barbier and myself having looked into the results of the 1st class, and given all necessary directions for proceeding with the experiment for the 2nd class, we again returned to our respective duties in Paris and London;

and we shall again meet at Cologne in the early part of next month (February) when the 2nd class will be completed.

It was originally estimated that the experiments would take about eight months, and the Treaty stipulated by Article III, that they should be terminated in twelve months after the exchange of the ratifications. At present the 1st and 2nd classes have not been completed, and it is more than probable that the four classes will occupy ten or eleven months; and, as the experiments were commenced on 1st September, it will probably be July before they can be terminated; and the results will then have to be confirmed unanimously by the Commissioners of the four countries. There will, therefore, be no possibility of the results being embodied in the Legislature of this country during the ensuing session of Parliament.

The Treaty of 8th November, 1864, contained provisions of two sorts, temporary and permanent. The first, as set forth in Articles I, IV, V, VI, were to be carried into effect immediately, and to remain in force until the completion of the experiments afforded a basis for the arrangement of a mutual permanent system of duties and drawbacks.

Article I prescribed the following scale for the temporary gradations of duty and drawback, taking pure sugar as the unit or 100, and assuming that the sugars of the respective classes contain the following proportions of such sugar:—

1st Class,	Nos. 18 to 15	87 per cent.
2nd „	14 to 10	85 „
3rd „	9 to 7	81 „
4th „	below 7	76 „

The principal object of the Treaty being to settle drawbacks, the above scale was intended to be more especially applicable thereto, and its adoption was therefore made imperative only in regard to drawbacks; but by the IVth Article it was stipulated that any country that should elect to adopt a single rate of drawback should establish an exact correlation between its duties and drawbacks.

By Article V, Great Britain was excepted from that stipulation until the new system should be established according to the results of the experiments; and by Article VI, it was stipulated that the drawback allowed by the British Legislature should be diminished to the extent of 6*d.*—an arrangement that was carried out by the Act of last session. This measure was demanded by the other Powers, on the ground that the very low rates of duty levied in this country on the two lowest classes of sugar yielded a bounty on the drawback then allowed to the refiner at the rate of 12*s.* 10*d.* on the exportation of his refined products.

In Belgium and Holland the stipulations in regard to the temporary system were loyally and fully carried out at as early a period as was possible, looking to the fact that in both those countries the Constitutional principle prevails that all taxation must be imposed and regulated by the representative Legislative Bodies. The new duties established by the respective Legislatures of those countries are set forth in the Appendix D and E.*

France, however, while she has adopted the scale prescribed by Article I of the Treaty in regard to the drawbacks to be granted to her refiners on the exportation of refined sugar, has exercised the discretion allowed by the Treaty as regards import duties, and has preferred retaining the system laid down, after much inquiry and discussion in her Conseil Supérieur de Commerce, and in her Legislative Chambers by the Law of the 12th May, 1864.

That law repealed the system which had been for some few years in operation, of an uniform rate for all raw sugar, and substituted a very modified system of classification, viz.:—

	Per 100 Kilos.	Per Cwt.	
	Francs.	*s.*	*d.*
Raw sugar not equal to No. 13	42	16	9
„ equal to No. 13, not superior to No. 20 ..	44	17	7
White sugar, in powder or crystallized, superior to No. 20	45	18	1

Article XIII of the Treaty stipulated that the import duty on refined sugar shall be 15 per cent. above the duty chargeable on the class of sugars Nos. 15 to 18. These latter sugars now pay 44 francs per 100 kilogrammes, and 15 per cent. thereon, being 6 francs 60 centimes. The duty on refined sugar the produce of any of the Contracting

* See pages 44 and 45.

Countries, will be 50 francs 60 centimes per 100 kilogrammes, or 20*s.* 6*d.* per cwt., being a reduction of 4 francs 40 centimes per 100 kilogrammes, or about 1*s.* 10*d.* per cwt.

In regard to the exportation of French refined sugar, the French law is not based upon, and in fact does not admit of, the repayment of the duty paid on the raw sugar, but prescribes that the raw sugar intended for exportation, after being refined, shall be delivered without payment of duty, under a bond that the quantities of refined sugar, as specified in Article I of the Treaty above cited, shall within four months be exported or deposited in warehouse, or that the duties and surtaxes chargeable on the sugars shall be paid in full within that period.

This state of the law necessitates a double assessment of the raw sugar by the Customs officers, viz: 1st, the assessment according to the Tariff of Import Duties; 2ndly, according to the Classification of "rendements," or products to be required for the due discharge of the bond.

An important change has also been made by the French Law of 1864 in regard to native beetroot sugar: the system of paying by contract, or average according to the density of the juice, has been abolished, and the duty is now charged on the quantity actually produced under the constant supervision of the Customs officers; and thus another chance of obtaining a bounty by avoiding payment of duty is taken from the manufacturer. Pieces or bastards will be charged on importation into France as raw sugar, and will be received for exportation in discharge of the duties on raw sugar at equal weights, provided they are of a quality equal to No. 10.

(Signed) R. A. OGILVIE.

January 13, 1866.

Appendix (A.)

(Translation.)

Agreement between the Councillor of State, Director-General of Customs and of Indirect Taxation, of France, acting in the name and on behalf of the four Powers, who by Article II of the Convention of November 8, 1864, have decided that a series of experiments shall be instituted in the Refining of Sugars; and M. Jules Jöst, on behalf of the Rhenish Society for the Manufacture of Sugar at Cologne.

It has been agreed as follows:—

Article 1. There shall be delivered to the Rhenish Society, in four distinct lots, 1,600,000 kilogrammes (1,600 tons) of raw sugar:—

1st lot to be composed of	.. .. ..	Nos. 15 to 18
2nd lot „ „	.. .. ..	Nos. 10 to 14
3rd lot „ „	.. .. ..	Nos. 7 to 9
4th lot „ „	.. .. ..	Below 7

Art. 2. Subject to the control and surveillance of the delegates of the four Contracting Countries, the Rhenish Society shall transform these four lots separately, by regular and constant work, at their refinery situated No. 1, Mackalan-street, into refined sugar; provided always that pieces and molasses shall be produced only in the ordinary proportions.

In order to cover their responsibility as regards the results to be obtained, the Society shall be at liberty to regulate the order in which the sugars of each class shall be put into the pans.

It is also understood that the refinery shall be emptied of all goods and remnants before the commencement of the work.

Art. 3. The cost price and the expenses of carriage of these 1,600,000 kilogrammes of raw sugar shall be paid directly by the four Governments without the intervention of the Rhenish Society.

Art. 4. The Rhenish Society will advance, for the account of the four Governments, the cost of carriage to the refinery, the tolls and landing charges, as well as the duties of importation in Prussia.

The said Society is charged with the sale of the refined sugar and the residue, as well as with the actual collection of the sums so realized; the prices of the sales shall be checked by the official price lists, as well as by the correspondence and by the books; for the mode, period of payment, and discount, the Society shall conform to the usual conditions, as well as to the usages of local trade.

Art. 5. The four Governments allow to the Society for the whole indemnity, both for the expenses of manufacture, general expenses, expenses of sale, and also in lieu of their work and of the profit they would have derived from that work, during the time

that the refinery shall be at the disposition of the four Governments, a sum of 2,500 francs (100*l.*) for each week-day, and 1,000 francs (40*l.*) for each Sunday or holiday.

The period assigned for the experiments shall not be of less duration than eight months of consecutive, regular, and uninterrupted work, except in case of accident.

If the experiments which the four Governments propose to institute, are prolonged beyond the eight months, the indemnity shall be reduced to the following figures:—

	Francs.	Sterling. £
For the entire 9th month	62,000	2,480
„ 10th month	58,000	2,320
„ 11th month	50,000	2,000
„ 12th month	40,000	1 600

And for the fractions of a month, for each week-day a *pro ratâ* portion of the respective sums, and for Sundays and holidays 1,000 francs.

Art. 6. Reserving the power to commence at the end of August, if the preliminary conditions be then fulfilled, the Rhenish Society engages to proceed to the execution of the experiments on the 1st September next, from which day the indemnity shall run to their profit. The indemnity shall, on the other hand, cease to be due upon the day on which the refinery shall be given up to the Rhenish Society free from all goods as at the beginning of the work: provided always, that it shall be after the expiration of the eight months guaranteed as the minimum duration.

Art. 7. When the experiments are completed, the Rhenish Society shall make up a statement of its disbursements on account of the four Governments, that is to say: expenses of cartage to the refinery, expenses by way of tolls and wharfage, import duties in Prussia for the raw sugar, and indemnity due to the Society. They shall produce at the same time a statement of the receipts for sales of the products.

These two accounts shall reciprocally bear interest at the rate of 4 per cent. per annum.

Art. 8. The Rhenish Society will debit the account of the four Governments with the indemnity due to the Society on the fifteenth day for each monthly period completed, and day by day for any fraction of the last month of the work. They will credit the account of the four Governments with the amount of the receipts at date of the actual payment of the same.

Art. 9. After balancing the accounts, the difference shall forthwith be placed at the disposition of the party to whom it may belong.

Art 10. The different accounts shall be made up in special books, kept by the Rhenish Society, and placed under the control and surveillance of the delegates, who shall have the right to examine them at all times.

Art. 11. The superior direction of the operations, and the decisions to be given upon any incidents or difficulties that may arise, are reserved to MM. Barbier and Ogilvie.

Art. 12. For the execution of the present Agreement the Contracting Parties make election of domicile, the Councillor of State, Director-General of Customs and of Indirect Taxation in France, Representative of the four Governments, at the seat of the Tribunal of Commerce at Cologne, and M. Jules Jöst, endorsed with the powers of the Rhenish Society, at the seat of that Society in Cologne.

Executed in duplicate at Paris, July, 1867.

(Signed) BARBIER.
JULES JOST.

N.B.—The last Article is merely to fix the locality where any legal proceedings, if any such should become necessary, shall be carried on.

Appendix (B).

Tableau presentant la Composition des Lots à Soumettre au Raffinage.

N.B.—Les chiffres représentent mille kilogrammes.

Catégories.	Numeros aux Types Hollandais.	Betteraves.	Maurice.	Réunion.	Java.	Cuba.	Indes Occidentales et Guyane.											Brésil.	Indes Orientales.					Iles Philippines.		Totaux.	Observations.
							Jamaique.	Barbades.	Trinidad.	St. Christophe.	Antigua.	Ste. Lucie.	St. Vincent.	Grenade.	Tobago.	Demerare.	Berbice.		Madras.	Jaggery Ordinaire.	Jaggery Bougien.	Dattes.	Bengale.	Terré.	Moscovade.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.
1re ...	18	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	17	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	16	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	15	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
Totaux ...	...	68	64	120	100	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	400	
2e ...	14	25	12	...	11	34	...	...								6		..	...	...	...	...	...	...	...	86	
	13	21	12	...	11	30	4	9			...			...		4		...	...	...	...	...	...	...	...	93	
	12	22	6	...	10	19	2	...				10				4		...	...	...	...	...	...	...	...	73	
	11	22	6	...	10	19	...	1			...			...		4		...	...	...	...	...	...	...	...	62	
	10	22	12	...	10	30	4	...			...			...		8		...	...	...	...	...	...	...	...	86	
Totaux ...	...	112	48	...	52	132	56											...	...	...	...	...	...	...	...	400	
3e ...	9	50	...	...	...	31	6	6	12		4		...	8	...	...		...	...	...	...	...	...	...	...	117	
	8	26	...	...	...	30	6	5	11		4		...	...	...	20		59	...	...	...	...	...	..	...	164	
	7	...	...	...	...	31	6	5	12		4		8	...	...	24		29	...	...	...	...	...	...	...	119	
Totaux ..	...	76	...	...	...	92	114											88	...	...	...	...	...	...	...	400	
4e au-dessus de No. 7 ...	1re qualité	...	20	...	...	...	5	...			...			...		7	...	...	...	...	...	...	...	..	...	32	
	2e „	...	20	...	...	...	...	5				55				...	...	128	24	...	...	...	2	...	...	234	
	3e „	...	16	...	...	...	...	5			...			...		...	...	...	...	...	8	10	...	14	...	53	
	4e „	...	...	...	...	...	...	...			...			...		7	...	...	...	20	...	...	...	...	54	81	
Totaux ...	...	...	56	...	...	...	84											128	64					68		400	

Vu et arrêté par nous, Commissaires délégués pour la direction des expériences à effectuer, en vertu de l'Article II de la Convention Internationale du 8 Novembre, 1864, sur les sucres.

Londres, le 7 Juillet, 1865.

Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes de France,
(Signé) Barbier.

Le Surveyor-Général des Douanes de la Grande Bretagne,
(Signé) R. A. OGILVIE.

(Translation.)

Table showing the Composition of the Lots to be submitted for Refining.

N.B.—The figures represent thousands of kilogrammes.

Class.	Numbers according the Dutch Types.	Beet-root.	Mauritius.	Réunion.	Java.	Cuba.	West Indies and Guiana.											Brazil.	East Indies.					Philippine Isles.		Total.	Observations.
							Jamaica.	Barbadoes.	Trinidad.	St. Christopher.	Antigua.	St. Lucia.	St. Vincent.	Grenada.	Tobago.	Demerara.	Berbice.		Madras.	Ordinary Jaggery.	Grainy Jaggery.	Date.	Bengal.	Clayed.	Muscovado.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19	20.	21.	22.	23.	24.	25.	26.	27.	28.
1st ...	18	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	17	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	16	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
	15	17	16	30	25	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	
Total ...	...	68	64	120	100	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	400	
2nd ...	14	23	12	...	11	34	...	...								6		...	...	...	...	...	...	...	...	86	
	13	23	12	...	11	30	4	9			...			...		4		...	...	...	...	...	...	...	...	93	
	12	22	6	...	10	19	2	...				10				4		...	...	...	...	...	...	...	...	73	
	11	22	6	...	10	19	...	1			...			...		4		...	...	...	...	...	...	...	...	62	
	10	22	12	...	10	30	4	...			...			...		8		...	...	...	...	...	...	...	...	86	
Total ...	...	112	48	...	52	132	56											...	...	...	...	...	...	...	...	400	
3rd ...	9	50	...	...	...	31	6	6	12		4		...	8	...	...		...	...	...	...	...	...	...	...	117	
	8	26	...	...	...	30	6	5	11		4		...	...	...	20		59	...	...	...	...	...	...	...	164	
	7	...	...	...	...	31	6	5	12		4		8	...	...	24		29	...	...	...	...	...	...	...	119	
Total ...	...	76	...	...	...	92	114											88	...	...	...	...	...	...	...	400	
4th, below No. 7 ...	1st quality	...	20	...	...	...	5	...			...			...		7	...	...	...	...	...	...	...	...	...	32	
	2nd „	...	20	...	...	...	...	5				55				...	...	128	24	...	...	...	2	...	...	234	
	3rd „	...	16	...	...	...	...	5			...			...		...	...	...	...	...	8	10	...	14	...	53	
	4th „	...	...	...	...	...	...	...			...			...		7	...	...	...	20	...	...	...	...	54	81	
Total ...	...	...	56	...	...	...	84											128	64					68		400	

Seen and agreed to by us, Commissioners charged with the direction of the experiments to be made in virtue of Article II of the International Convention of November 8, 1864, respecting sugars.

London, July 7, 1865.

Councillor of State, Director-General of Customs, and Indirect Taxes of France,
(Signed) BARBIER.

The Surveyor-General of Customs of Great Britain,
(Signed) R. A. OGILVIE.

APPENDIX (C).

Convention.

[See page 1.]

APPENDIX (D).

Belgian Sugar Duties, 1865.

	Duty.	
	Per 100 Kilos.	Per Cwt.
	Frs. c.	*s.* *d.*
Foreign sugar not equal to No. 7 (Dutch No.)..	40 50	16 2
„ 7 to 10	43 0	17 2½
„ 10 to 15	45 0	18 1
„ 15 to 18	46 0	18 6
Native beet-root sugar	45 0	18 1

This last rate of duty on beet-root sugar is regulated by Article XVI of the Treaty, which stipulates that the duty on beet-root sugar shall be charged in the factories worked under contract ("abonnées"), as regards weight, in the proportion of 1,475 grammes per hectolitre of juice for every degree of the densimeter at a temperature of 15 degrees centigrade (59° Fahreinheit), and that the rate of duty chargeable on the quantity so estimated shall be the same as that to which foreign sugars Nos. 10 to 14 are liable; and that the estimated quantity shall be increased to 1,500 grammes so soon as the annual produce in Belgium shall reach 25,000,000 kilogrammes.

The above duties are termed duties of excise, but the law also imposes what are termed duties of importation, as follows:—

	Duty.	
	Per 100 Kilos.	Per Cwt.
	Frs. c.	*s.* *d.*
Sugar candy	56 57	22 8
Sugar refined in loaves on all sugar superior to No. 18 ..	52 87	21 2
Uncrystallizable molasses produced on making or refining sugar, and containing less than 50 per cent. saccharine	15 0	6 0.

Molasses, containing 50 per cent. and upwards of saccharine and syrup, produced in the factories containing crystallizable sugar, are to be treated as raw sugar for the duties of Excise or Customs.

The drawback on the exportation of refined sugar in loaves, and of sugar-candy, is fixed at the same amount as the duty on the importation of those articles, and the final discharge from liability to pay duty on sugar exported may be made conditional on the production of the entry, or of any other official document delivered on the importation into the neighbouring country, and establishing the identity as to the quantity and class of the sugar between the entries made in the two countries; and this regulation is equally applicable to sugars imported in transit.

Raw beet-root sugars may be deposited in public warehouses without bond.

The excise duty on granulated glucose is fixed at 27 francs per 100 kilogrammes (or 10*s.* 9*d.* per cwt.) if dry fecula be employed in its manufacture; but it cannot be less than 8 francs per hectolitre (3*s.* 0½*d.* per gallon) of the contents of the saccharifying vat.

The Belgian law requires that the duty paid on sugar shall reach a certain amount in each quarter of the year; and if in any quarter that amount be not realized, the deficiency is made up by deducting its amount from the drawback to be granted in the following quarter.

Appendix (E).

Dutch Sugar Duties, 1865.

(Translation.)

	Duty.	
	Per 100 Kilos.	Per Cwt.
	Frs. c.	*s. d.*
Sugar refined and sugar equal to refined—		
Refined and lumps, and all sugars above No. 20, Java standard, crushed, pounded, reduced to powder, or centrifugal sugar	27 0	22 6
Candy	28 89	24 1
Raw sugar—		
1st class, Nos. 18 to 15	23 49	19 6
2nd „ Nos. 14 to 10	22 95	19 0
3rd „ Nos. 9 to 7	21 87	18 3
4th „ below No. 7	20 52	17 6
Extra class, Nos. 20 and 19	24 3	20 0
Bastard sugars divided into classes like the raw sugars ..	The same as on raw sugars.	
Melado, including all the juries of sugar, syrup not exhausted, and molasses containing more than 10 per cent. of solid matter, principally composed of granulated sugar, or containing in a liquid state more than 50 per cent. of sugar	20 52	17 6
Glucose sugar in a solid state in grains and in powder, and obtained from fecula..	20 52	17 6

In the Customs Tariff are introduced the following modifications:—

The articles of "syrup and sugar," as they are expressed in the list set forth by the 1st Article of the Law of the 15th August, 1862 ("Moniteur," No. 170), are expunged.

In the Table of Duties in the Law of the 2nd June, 1865, is introduced the following new Article:—

	Duty.	
	Per 100 Kilos.	Per Cwt.
	Frs. c.	*s. d.*
Syrup (1). Syrup exhausted for consumption in each state, and all other syrups, molasses, or other juices of sugar not containing more than 10 per cent. of solid matter, principally composed of granulated sugar, or not containing in a liquid state more than 50 per cent. of sugar (2)	6 0	5 0

Note 1. Under the measures set forth, and which are necessary to prevent abuses, it shall be lawful to admit, free of duty, molasses and other juices of sugar destined for the distilleries of the interior.

Note 2. Syrups, molasses, and the other juices of sugar which are imported for payment of the duty above mentioned, must be declared at one of the places approved for discharging such goods, or at Customs stations specially named for the importation of raw sugars. If imported in any other manner, they will be considered as melado, and subject to duty as sugar according to the excise law relating to sugar.

Raw sugar, and bastards of intermediate quality, to pay the duty chargeable on the lower number.

If the exportations of sugar exceed 35,000,000 kilogrammes in the last six months of 1865, or in the following six months, the *rendement* for drawback shall be increased 1 per cent.; 2 per cent. if it exceeds 38,000,000; 3 per cent. if above 41,000,000; 4 per cent. above 44,000,000; and 5 per cent. if above 47,000,000 kilogrammes: the calculation to be based on the average of the two half-years.

The drawback on refined sugar is of the same amount as the import duty thereon; and the drawback on other sugar ("pieces," or "bastard") will be the same as the duty on raw sugar of an equal quality.

Inclosure 2.

Report by Mr. Ogilvie, dated September 27, 1866.

Honourable Sirs, *Surveyor-General's Office, Customs, September 27, 1866.*

I BEG to report that having been summoned to Brussels to attend the Conference of the Representatives of the four Parties to the Treaty of the 8th November, 1864, relating to sugar drawbacks, in order that we, the said Representatives, might discuss and accept the results of the experiments in refining raw sugars, instituted in pursuance of that Treaty, I repaired to that city on the 19th instant, and on the following day we met in Conference, and duly accepted and approved the results of the said experiments as required by the IIIrd Article of the Treaty.

The result of the experiments by which the sugar duties and drawbacks of the four countries are in future to be regulated give, for—

1st class of raw sugar an equivalent yield of pure sugar amounting to				..	94 per cent.
2nd	„	„	„	..	88 „
3rd	„	„	„	..	80 „
4th	„	„	„	..	67 „

These figures may be further explained by the following Statement of the changes they will effect in our rates of duty, taking the existing rate of 12*s.* 10*d.* on refined sugar as the basis upon which the other rates are to be calculated.

	Present Rates.			Future Rates.			Increase.
	Per Cent.	Per Cwt.		Per Cent.	Per Cwt.		
		s.	*d.*		*s.*	*d.*	*d.*
1st class	91	11	8	94	12	1	5
2nd class	82	10	6	88	11	4	10
3rd class	73	9	4	80	10	3	11
4th class	64	8	2	67	8	7	5

The consumption of the 1st Class being merely nominal in this country, though very large in Continental States, the effect upon the trade of this country produced by the alteration in this class will be insignificant as regards the duty.

In the second and third classes the increase of duty will be more felt, because these sugars constitute the great bulk of our consumption, but the duty being merely in due proportion to the saccharine value of the sugar, neither the refiner nor consumer will be unduly oppressed.

In the last class the increase of duty is more apparent than real, because this class at present embraces sugars of an inferior quality to those which, under the new classification, will be included therein, and, therefore, the superiority of such sugars will compensate for the slight increase of duty.

The new scale will abolish all bounties hitherto given in the continental countries under the cloak of drawback on refined sugar exported, and will destroy the unfair advantage now enjoyed by the Continental refiner both in our own and in foreign markets, by which he has been enabled to undersell our British refiner.

This result, which there is good reason to hope will confer a very great boon on the sugar refiners of this country, may be better understood by reference to the effect which the new scheme, established by the experiments, will work upon the Dutch drawbacks.

Formerly, upon the exportation of refined sugar the Dutch refiner was allowed the duty upon 100 lbs. of raw sugar for every 79·7 lbs. of refined, which yielded him a bounty of 3*s.* 6*d.* to 4*s.* per cwt. Under the new system this will be swept away, and the Dutch refiner will have to compete with the Englishman upon equal terms.

The Treaty having stipulated that the experiments should be conducted at the common cost of the four countries, the Conference also determined the amount and division of such cost. The whole being reduced to the coinage of France for simplicity of calculation, the result was declared to be as follows :—

	Francs	c.
Total cost	1,053,651	75
Balance of proceeds of sale of refined sugar after deducting expense of refining	325,032	25
The nett cost	728,619	50

being 182,154 francs 87 cents, as the share of each country.

As some countries had expended certain sums in the purchase of raw sugar, such expenditure was placed to their credit.

In the case of Holland, this expenditure being less than her share of the expenses, there will be a balance to be paid by her. England and France having by their purchases overpaid their share, they will have to receive payment. The amount was, therefore, settled as follows:—

	Francs	c.
Holland having paid	106,334	15
Will pay to Great Britain	75,820	72
	182,154	87

Belgium not having purchased any sugar—

	Francs	c.
Will pay to Great Britain	64,750	30
„ France	117,404	58
	182,154	88

The expenditure of this country will, however, form the subject of a separate Report, which I shall shortly lay before the Board with the respective particulars and vouchers.

The results of the experiments, although approved and accepted by the Commissioners appointed by the four countries to discuss and arrange the whole question of duty and drawback, will still require the diplomatic sanction of the four Governments in the shape of a further Convention, and the duties and drawbacks upon sugar will, in accordance with the stipulations of the original Convention of the 8th November, 1864, also require to be modified in each country, and adjusted to the results obtained by the experiments. In England this latter process will require the authority of Parliament, and until that is obtained the other countries will take no action in the matter.

Declaration recording the Results of the Experiments in Sugar Refining, undertaken at Cologne in pursuance of Article II of the Convention of November 8, 1864, between Great Britain, Belgium, France, and the Netherlands.

Signed at Paris, November 20, 1866.

LES Gouvernements de Grande Bretagne, de Belgique, de France, et des Pays-Bas, ayant délégué des Commissaires pour constater les résultats des expériences de raffinage prescrites par l'Article II de la Convention du 8 Novembre, 1864, sur le régime des sucres, et ces Commissaires ayant établi, dans une Conférence tenue à Bruxelles, le 20 Septembre de la présente année, le taux des rendements afférents aux diverses catégories de sucres bruts, les Soussignés, dûment autorisés à cet effet, ont, en exécution de l'Article III de la dite Convention, et après avoir pris connaissance du procès-verbal de la Conférence susmentionnée, arrêté les dispositions suivantes :—

Article I. Le minimum du rendement des sucres au raffinage est fixé ainsi qu'il suit, par 100 kilogrammes de sucre brut :—

Numéros de la Série des types Hollandais.	Sucres raffinés en pains.
	Kilos.
18, 17, 16, 15	94
14, 13, 12, 11, 10	88
9, 8, 7	80
Au-dessous de 7	67

Art. II. Le présent arrangement, valable pour toute la durée de la Convention du 8 Novembre, 1864, sera exécutoire à partir du 1er Mai, 1867. L'exécution en est subordonnée, en tant que de besoin, à l'accomplissement des formalités et règles établies par les lois constitutionnelles de ceux des Etats Contractants qui sont tenus d'en provoquer l'application.

En foi de quoi, les Soussignés ont dressé la présente Déclaration, qu'ils ont revêtue du cachet de leurs armes.

Fait à Paris, le 20 Novembre, 1866.

(L.S.) COWLEY.
(L.S.) B^{ON}. EUG. BEYENS.
(L.S.) MOUSTIER.
(L.S.) LIGHTENVELT.

(Translation.)

THE Governments of Great Britain, Belgium, France, and the Netherlands, having delegated Commissioners to verify the results of the experiments in refining prescribed by Article II of the Convention of the 8th of November, 1864, relative to the laws respecting sugars, and those Commissioners having, in a Conference held at Brussels on the 20th of September of the present year, fixed the rate of yields from different classes of raw sugar, the Undersigned, duly authorized for that purpose, have, in execution of Article III of the said Convention, and after having taken cognizance of the *procès-verbal* of the Conference above mentioned, agreed upon the following arrangements :—

Article I. The minimum of the yield of sugars in the process of refining is fixed as follow, per hundred kilogrammes of raw sugar :—

Numbers of the Series of Dutch Standards.	Refined Sugar in loaf.
	Kilos.
18, 17, 16, 15	94
14, 13, 12, 11, 10	88
9, 8, 7	80
Below 7	67

Art. II. The present arrangement, which shall be binding for the whole duration of the Convention of the 8th of November, 1864, shall come into operation from and after the 1st of May, 1867. The execution thereof is, however, to be subject, in case of need, on the fulfilment of the formalities and rules prescribed by the constitutional laws of those of the Contracting Parties for whom such a sanction is required.

In witness whereof the Undersigned have drawn up the present Declaration, to which they have affixed the seal of their arms.

Done at Paris, the 20th of November, 1866.

(L.S.) COWLEY.
(L.S.) B^{ON}. EUG. BEYENS.
(L.S.) MOUSTIER.
(L.S.) LIGHTENVELT.

ANNO TRICESIMO VICTORIÆ REGINÆ.—CAP. X.

An Act to amend the Law relating to the Duties and Drawbacks on Sugar.

[*April 5*, 1867.]

WHEREAS by a Convention between Her Majesty, the King of the Belgians, the Emperor of the French, and the King of the Netherlands, signed at Paris, the eighth day of November, one thousand eight hundred and sixty-four, certain Articles were entered into between the said High Contracting Parties, with reference to the duties and drawbacks on sugar, which it is thereby stipulated shall be regulated according to the proportions mentioned therein, and also in a certain declaration of the Plenipotentiaries of the said High Contracting Parties made at Paris, thet wentieth day of November, one thousand eight hundred and sixty-six, and for the period and in the manner mentioned in the said Convention:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Customs duties on sugar.

1. On and after the first day of May, one thousand eight hundred and sixty-seven, in lieu of the duties of Customs now charged on the under-mentioned articles, the following duties of Customs shall be charged thereon, on importation into Great Britain or Ireland (that is to say):—

	Per Cwt.	
	s.	*d.*
Sugar, viz.—		
Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar	12	0
Sugar not equal to refined, viz.—		
1st class	11	3
2nd class	10	6
3rd class	9	7
4th class, including cane juice..	8	0
Molasses	3	6

Drawbacks on refined sugar.

2. On and after the first day of May, one thousand eight hundred and sixty-seven, in lieu of the drawbacks now allowed thereon, the following drawbacks shall be paid and allowed on the under-mentioned descriptions of sugar refined in Great Britain or Ireland on the exportation thereof to foreign parts, or on removal to the Isle of Man for consumption there, or on deposit in any approved warehouse, upon such terms and subject to such regulations as the Commissioners of Customs may direct for delivery from such warehouse as ship's stores only, or for the purpose of sweetening British spirits in bond (that is to say):—

	Per Cwt.	
	s.	*d.*
Upon refined sugar in loaf complete and whole, or lumps duly refined, having been perfectly clarified and thoroughly dried in the stove, and being of an uniform whiteness throughout; and upon such sugar pounded, crushed, or broken in a warehouse approved by the Commissioners of Customs, such sugar having been there first inspected by the officers of Customs in lumps or loaves as if for immediate shipment, and then packed for exportation in the presence of such officers, and at the expense of the exporter; and upon candy and also upon sugar refined by the centrifugal or by any other process, and not in any way inferior to the export standard sample No. 1, approved by the Lords of the Treasury ..	12	0
Upon refined sugar unstoved, pounded, crushed, or broken, and not in any way inferior to the export standard sample No. 2, approved by the Lords of the Treasury, and which shall not contain more than 5 per centum of moisture over and above what the same would contain if thoroughly dried in the stove	11	5
Upon other refined sugar unstoved, being bastards or pieces, ground, powdered, or crushed—		
Not in any way inferior to the export standard sample No. 3, approved by the Lords of the Treasury	11	3
Not in any way inferior to the export standard sample No. 4 approved by the Lords of the Treasury	10	6
Not in any way inferior to the export standard sample No. 5 approved by the Lords of the Treasury	9	7
Inferior to the above last-mentioned standard sample	8	0

Commissioners of Customs to provide standard samples of sugar for assessing duties and allowing drawback.

3. For facilitating the due assessment of the duties and the allowance of drawbacks on sugar with reference to colour, grain, or saccharine matter, considered collectively as they affect the general quality of the sugar, the Commissioners of Customs shall provide and renew from time to time one or more sample or samples of each of the respective qualities according to which sugar may be chargeable with duty upon importation into Great Britain or Ireland, and according to which the several rates of drawback shall be allowed as specified herein on the respective descriptions of refined sugar on the exportation or removal or deposit thereof in warehouse, such samples to be approved by the Lords Commissioners of Her Majesty's Treasury, and when so approved shall be deemed to be standard samples for the purpose of assessing the duty upon sugar, or for allowing the drawback thereon, according as it may be equal to any of such samples on comparison therewith by the proper officer of Customs; and no sugar shall be chargeable with the duty payable, nor shall any drawback be allowed, in respect of any particular quality or description of sugar in respect of which a sample for assessing the duty or allowing the drawback, as the case may be, is provided as aforesaid, unless such sugar shall be equal to such sample.

Excise duties on sugar.

4. On and after the first day of May, one thousand eight hundred and sixty-seven, in lieu of the duties of Excise now chargeable on sugar made in the United Kingdom, the following duties of Excise shall be charged thereon (that is to say):—

	Per Cwt.	
	s.	*d.*
Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar	12	0
Sugar not equal to refined, according to the standard samples approved by the Lords of the Treasury for assessing the duties of Customs on sugar imported into the United Kingdom; viz.—		
1st class	11	3
2nd class	10	6
3rd class	9	7
4th class	8	0
Molasses	3	6

Duties on sugar used for brewing

5. On and after the first day of May, one thousand eight hundred and sixty-seven, in lieu of the duties of Excise now chargeable for and upon every hundred weight (and so in proportion for any greater or less quantity than a hundred weight) of all sugars which shall be used by any brewer of beer for sale in the brewing or making of beer, there shall be charged and paid the Excise duty of three shillings and sixpence.

Provisions of former Acts to apply to this Act.

6. All the powers, provisions, clauses, regulations, forfeitures, pains, and penalties contained in or imposed by any Act or Acts relating to any duties of the same kind or description as the several duties granted by this Act, and in force at the time of the passing of this Act, and not hereby expressly repealed, shall be in full force and effect with respect to the duties granted by this Act respectively, so far as the same are or shall be applicable, in all cases not hereby expressly provided for, and shall be observed, applied, enforced, and put in execution for and in the raising, levying, collecting, and securing such duties, and otherwise in relation thereto, so far as the same shall not be superseded by and shall be consistent with the express provisions of this Act, as fully and effectually to all intents and purposes as if the same had been herein repeated and specially enacted, *mutatis mutandis*, with reference to the duties granted by this Act respectively.

CORRESPONDENCE.

France.

No. 1.

Mr. Mallet to Mr. Egerton.—(*Received February* 20.)

Office of Committee of Privy Council for Trade,
Whitehall, February 19, 1867.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copies of Resolutions agreed to by the House of Commons, fixing the Duties of Customs to be charged upon the importation of sugar into Great Britain and Ireland, as well as the drawbacks to be allowed on the exportation of refined sugar from the United Kingdom to foreign parts, together with the duties of Excise on sugar made in the United Kingdom.

I am to request that, in laying these Resolutions before Lord Stanley, you will move his Lordship to cause them at once to be communicated to the Governments of France, Belgium, and the Netherlands, with a request that Her Majesty's Government may be furnished with the statements of the corresponding duties and drawbacks which will be established by those Powers in fulfilment of the Declaration of the 20th November, 1866, and also of the dates at which they will be brought into force in those countries respectively.

I have, &c.
(Signed) LOUIS MALLET.

Inclosure in No. 1.

Resolutions.

Resolved:—

"1. That on and after the 1st day of March, 1867, in lieu of the duties of Customs now charged on the under-mentioned articles, the following duties of Customs shall be charged thereon, on importation into Great Britain or Ireland (that is to say):

"Sugar, viz.:—

	Per cwt. £	*s.*	*d.*
Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar	0	12	0
Sugar not equal to refined, viz.:—			
First class	0	11	3
Second class	0	10	6
Third class	0	9	7
Fourth class, including cane juice	0	8	0
Molasses	0	3	6

"2. That on and after the 1st day of March, 1867, in lieu of the drawbacks now allowed thereon, the following drawbacks shall be paid and allowed on the under-mentioned descriptions of sugar refined in Great Britain or Ireland on the exportation thereof to foreign parts, or on removal to the Isle of Man for consumption there, or on deposit in any approved warehouse upon such terms and subject to such regulations as the Commissioners of Customs may direct, for delivery from such warehouse as ships' stores only, or for the purpose of sweetening British spirits in bond (that is to say):

	For every cwt. £	*s.*	*d.*
Upon refined sugar in loaf, complete and whole, or lumps duly refined, having been perfectly clarified and thoroughly dried in the stove, and being of an uniform whiteness throughout, and upon such sugar pounded, crushed, or broken in a warehouse approved by the Commissioners of Customs, such sugar having been there first inspected by the officers of Customs in lumps or loaves as if for immediate shipment, and then packed for exportation in the presence of such officers, and at the expense of the exporter, and upon candy, and also upon sugar refined by the centrifugal or by any other process, and not in any way inferior to the Export Standard Sample No. 1, approved by the Lords of the Treasury	0	12	0

	For every cwt. £	s.	d.
Upon refined sugar unstoved, pounded, crushed, or broken, and not in any way inferior to the Export Standard Sample No. 2, approved by the Lords of the Treasury, and which shall not contain more than five per centum of moisture over and above what the same would contain if thoroughly dried in the stove	0	11	5
Upon other refined sugar unstoved, being bastards or pieces, ground, powdered, or crushed:—			
Not in any way inferior to the Export Standard Sample No. 3, approved by the Lords of the Treasury	0	11	3
Not in any way inferior to the Export Standard Sample No. 4, approved by the Lords of the Treasury	0	10	6
Not in any way inferior to the Export Standard Sample No. 5, approved by the Lords of the Treasury	0	9	7
Inferior to the above last-mentioned Standard Sample	0	8	0

Resolved:—

"1. That there shall be charged and paid, on and after the 1st day of March, 1867, the following duties of excise on sugar made in the United Kingdom (that is to say):

	Per cwt. £	s.	d.
Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar	0	12	0
Sugar not equal to refined, according to the Standard Samples approved by the Lords of the Treasury for assessing the duties of Customs on sugar imported into the United Kingdom, viz.:—			
First class	0	11	3
Second class	0	10	6
Third class	0	9	7
Fourth class	0	8	0
Molasses	0	3	6

Resolved:—

"2. That there shall be charged and paid for and upon every cwt., and so in proportion for any greater or less quantity than a cwt., of all sugar which, on and after the 1st day of March, 1867, shall be used by any brewer of beer for sale in the brewing or making of beer, the excise duty of 3*s.* 6*d.*"

No. 2.

Lord Stanley to Mr. Fane.

Sir, *Foreign Office, February* 20, 1867.

I TRANSMIT to you a copy of the Resolutions passed by the House of Commons relative to the duties of Customs and Excise, and drawbacks on sugar,* with a view to give effect to the rates resulting from the yields of different classes of raw sugar on refining, as established by the Declaration signed at Paris on the 20th of November last.

In communicating these papers to the French Government you will state that Her Majesty's Government are prepared to put the new duties into operation on the 1st of March, and you will ascertain and let me know, at the earliest possible moment, whether the French Government are prepared to do so likewise. If not, you will request M. Moustier to arrange with the Belgian and Netherland Ministers at Paris and yourself the earliest day on which the new scale of duties may be simultaneously put into operation in all the four countries.

You will send your answer by telegraph, and, if necessary, communicate with Lord Howard de Walden and Mr. Ward in the same manner.

You will also request the French Government to furnish you with a statement of the corresponding duties and drawbacks which will be established by them in fulfilment of the Declaration of the 20th of November, 1866.

I am, &c.
(Signed) STANLEY.

P.S.—I address a corresponding despatch to Lord Howard de Walden and Mr. Ward.

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* Inclosure in No. 1.

No. 3.

Mr. Fane to Lord Stanley.—(*Received February* 23.)

My Lord, *Paris, February* 21, 1867.

IN obedience to the instructions conveyed to me in your Lordship's despatch of yesterday's date, I have this day addressed a note to the Marquis de Moustier in the terms of that despatch, transmitting copies of the Resolutions passed by the House of Commons relative to the duties of Customs and excise and drawbacks on sugar.

I will take measures by personal communication with M. Herbet (whom I was unable to see to-day at the Ministry for Foreign Affairs) to insure my receiving the earliest possible answer to the question on this subject embodied in your Lordship's despatch.

I have, &c.

(Signed) JULIAN FANE.

No. 4.

Mr. Fane to Lord Stanley.—(*Received February* 23.)

My Lord, *Paris, February* 22, 1867.

I LEARN from the Ministry of Foreign Affairs that there would be no objection on the part of France to bring the new sugar duties into operation on the 1st of March, but that the Government of the Hague strongly objects to such a course, on the ground that it would create great confusion in Dutch commerce.

I telegraphed this intelligence to your Lordship this afternoon, and also to Lord Howard de Walden, from whom I received a telegram stating that the Belgian Government would bring the new duties into operation on the 1st of March if France and Holland would do so.

I have, &c.

(Signed) JULIAN FANE.

No. 5.

Lord Stanley to Mr. Fane.

(Telegraphic.) *Foreign Office, February* 23, 1867.

ANNEXED is copy of telegram just addressed to Mr. Ward.* Communicate it immediately to French Government, and urge them to instruct their Minister at the Hague to unite in pressing Dutch Government to fix 1st March.

No. 6.

Mr. Fane to Lord Stanley.—(*Received February* 25.)

My Lord, *Paris, February* 24, 1867.

I HAD the honour to receive yesterday evening a little after 6 o'clock your Lordship's despatch directing me to urge the French Government to instruct their Minister at the Hague to unite with Mr. Ward in pressing the Dutch Government to fix the 1st of March as the date for bringing into operation the new system of sugar drawbacks, and I immediately addressed to the Marquis de Moustier the note of which I have the honour to inclose copy herewith.

I have, &c.

(Signed) JULIAN FANE.

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* No. 74.

Inclosure in No. 6.

Mr. Fane to M. de Moustier.

M. le Ministre, *Paris, February* 23, 1867.

I HAVE received telegraphic instructions from Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to your Excellency copy of the inclosed telegram addressed by Lord Stanley to Her Majesty's Chargé d'Affaires at the Hague, in relation to the new system of duties and drawbacks on sugar, and to invite your Excellency to be good enough to instruct the Minister of the Emperor at the Hague to unite with Her Majesty's Chargé d'Affairs in urging the Dutch Government to fix the 1st of March as the date at which the new system shall come into operation.

I avail, &c

(Signed) JULIAN FANE.

No. 7.

Mr. Fane to Lord Stanley.—(Received February 26.

My Lord, *Paris, February* 25, 1867

I HAVE just time to forward to your Lordship by post to day the inclosed copy of the official reply which I have received from the Imperial Government in regard to the proposal to bring the new system of duties and drawbacks on sugar into operation on the 1st of March next. I have already informed your Lordship of the nature of this reply, which is to the effect that the French Government are quite prepared to accept that proposal on their own account, but that great objections are raised to it by the Dutch Government.

I have, &c.

(Signed) JULIAN FANE.

Inclosure in No. 7.

M. de Moustier to Mr. Fane.

Monsieur, *Paris, le* 25 *Février*, 1867.

PAR la lettre que vous m'avez fait l'honneur de m'adresser le 21 de ce mois, vous avez bien voulu me communiquer le texte des Résolutions adoptées par la Chambre des Communes pour établir, conformément à l'Article IV de la Convention du 8 Novembre, 1864, une corrélation exacte entre les droits d'entrée sur les sucres et les rendements fixés par la Déclaration du 20 Novembre dernier ; vous m'avez en même temps exprimée le désir de savoir si le Gouvernement de l'Empereur serait, comme l'est le Gouvernement de Sa Majesté, disposé à rendre cette Déclaration obligatoire à partir du 1er Mars prochain.

En réponse à cette communication, je m'empresse de vous informer, Monsieur, que le Gouvernement de l'Empereur n'a, pour sa part, aucune objection à présenter contre cette proposition. Dès l'instant où il a eu connaissance du résultat des délibérations du Parlement sur le régime des sucres, il est entré en rapport avec les Gouvernements Belge et Néerlandais pour leur demander d'avancer l'époque de la mise en vigueur de l'arrangement du 20 Novembre dernier. La Belgique a immédiatement donné son adhésion. Le Cabinet de la Haye, au contraire, n'a pas cru pouvoir consentir à l'anticipation de date qui lui était proposée. Les motifs de son refus sont de deux natures ; d'abord, aux termes de la loi, l'Arrêté Royal de promulgation doit être soumis au Conseil d'Etat, ce qui entraîne des lenteurs inévitables ; ensuite, la date de l'exécution ayant été primitivement fixée au 1er Mai, à la requête même du Gouvernement Britannique, le commerce des Pays-Bas a pris ses dispositions en conséquence, et déjà de nombreuses cargaisons ont été achetées aux conditions des droits existants et sont en route pour la métropole.

Je ne puis que vous prier, Monsieur, de vouloir bien communiquer ces informations au Principal Secrétaire d'Etat de Sa Majesté Britannique. En faisant connaître son adhésion la Belgique l'avait naturellement subordonné à celle des autres Parties Contractantes. Il en devait être de même pour le Gouvernement de l'Empereur, qui, en présence

de la détermination du Pays-Bas, s'est trouvé dans l'impossibilité de donner suite à ses premières intentions.

J'ai d'ailleurs demandé à M. le Ministre du Commerce de me mettre en mesure de vous envoyer le tableau des droits et des drawbacks établis pour la France en conformité de la Déclaration du 20 Novembre dernier. J'aurai l'honneur de vous l'adresser dès qu'il me sera parvenu.

Agréez, &c.
Pour le Ministre,
(Signé) E. HERBET.

(Translation.)

Sir, *Paris, February* 25, 1867.

BY the letter which you did me the honour to address to me on the 21st of this month, you were so good as to communicate to me the text of the resolution adopted by the House of Commons in order to establish, in conformity, with Article IV of the Convention of the 8th of November, 1864, an exact correlation between the import duties on sugars and the yields fixed by the Declaration of the 20th of November last. You at the same time expressed the wish to know whether the Government of the Emperor would be disposed, like Her Majesty's Government, to put that Declaration into force from the 1st of May next.

In reply to that communication I lose no time in informing you, Sir, that the Government of the Emperor has, on its part, no objection to make to the proposal. From the moment when it became acquainted with the result of the deliberations of Parliament on the sugar system, it entered into communication with the Belgian and Netherland Governments, in order to ask them to hasten the time when the arrangement of the 20th of November last would be put in force. Belgium immediately gave her consent. The Cabinet of the Hague, on the contrary, declined to consent to anticipate the date according to this proposal. The reasons for its refusal are of two kinds. First, according to the requirements of the law, the Royal Decree of promulgation must be submitted to the Council of State, a proceeding which involves inevitable delay; and next, the date of execution having been originally fixed for the 1st of May, at the request of the British Government itself, the Netherland trade has made its arrangements accordingly, and numerous cargoes have already been purchased on the conditions of the existing duties, and are on their way to the home country.

I can only request you, Sir, to communicate this information to the Principal Secretary of State of Her Britannic Majesty. Belgium, in giving her assent, had naturally made it conditional on that of the other Contracting Parties. The same course must be pursued by the Government of the Emperor, which, in consequence of the determination of the Netherlands, finds it impossible to give effect to its first intentions.

I have requested the Minister of Commerce to enable me to send you the Table of duties and drawbacks established for France in conformity with the Declaration of the 20th of November last. I shall have the honour to forward them to you as soon as they reach me.

Accept, &c.
For the Minister,
(Signed) E. HERBET.

No. 8.

Mr. Fane to Lord Stanley.—(*Received February* 28.)

My Lord, *Paris, February* 27, 1867.

I HAVE the honour to forward herewith copy of a note which I received last night from M. de Moustier, in reply to the communication I was instructed to make to his Excellency of your Lordship's despatch of the 23rd instant, inviting the co-operation of the Imperial Government in urging the Dutch Government to accept the 1st of March as the date at which the new system of duties and drawbacks on sugar should come into operation.

M. de Moustier refers to his note of the 25th instant, copy of which was inclosed in my despatch of that day's date, as showing that the Imperial Government had, in anticipation of the wish expressed by Her Majesty's Government, addressed the Dutch Government in the required sense; and he adds that while that Government,

for the reasons set forth in his above-mentioned note, declare their inability to accept the date of the 1st of March, they state that if the remaining three Powers attach great importance to the adoption of a date previous to the 1st of May, Holland would be prepared to adopt the 1st of April, on condition that all sugar purchased before the 1st of March should be subject to the old system of duties. This reservation appears to the Imperial Government to be so important as to require special examination by the competent Departments; and M. de Moustier states that it will therefore be necessary for him to consult the Ministers of Finance and Commerce before he can declare the opinion of the Imperial Government in regard to the Dutch proposition.

Your Lordship will observe that M. de Moustier, writing yesterday (the 26th), refers to my note to his Excellency of the 23rd, as just received. I find that it was delivered at the Imperial Ministry for Foreign Affairs, and a written receipt taken for it at 7·55 on the evening of the 23rd, your Lordship's telegram (on which it was founded) having reached me shortly after 6 o'clock on that evening. I have thought it right to send this receipt to the Imperial Ministry, in order to show that any delay in the delivery of my note was not owing to neglect on the part of the servants of the Embassy.

I have, &c.
(Signed) JULIAN FANE.

Inclosure in No. 8.

M. de Moustier to Mr. Fane.

Monsieur, *Paris, le* 26 *Février,* 1867.

JE viens de recevoir la lettre que vous m'avez fait l'honneur de m'écrire le 23 de ce mois, et par laquelle vous avez bien voulu m'exprimer, au nom du Gouvernement de Sa Majesté Britannique, le désir de voir le Ministre de l'Empereur à la Haye appuyer les démarches tentées par son collègue d'Angleterre pour obtenir du Gouvernement Néerlandais qu'il consente à fixer au 1 Mars prochain l'époque de la mise en vigueur de la Déclaration du 20 Novembre dernier sur le rendement des sucres.

Cette lettre s'est croisée, comme vous l'aurez remarqué, Monsieur, avec celle que j'ai eu l'honneur de vous adresser sous la date d'hier, et qui répondait d'avance à l'objet de votre nouvelle communication. Vous aurez vu, en effet, que le Gouvernement de l'Empereur allant au devant des vœux du Cabinet de Londres, s'était empressé déjà d'agir auprès du Gouvernement des Pays Bas dans le sens indiqué.

Le Cabinet de la Haye a déclaré qu'il lui était impossible, par des motifs dont je vous ai donné connaissance, d'accepter la date du 1 Mars. Il a, il est vrai, ajouté que, si les autres Puissances Contractantes croyaient devoir insister pour anticiper l'époque primitivement fixée, il consentirait à adopter la date du 1 Avril, mais sous la condition que les cargaisons du sucres achetées avant le 1 Mars ne seraient pas soumises aux nouveaux droits. Cette réserve m'a paru trop importante pour ne pas être, de la part des Administrations compétentes, l'objet d'un examen particulier; ce n'est donc qu'après avoir obtenu l'avis de MM. les Ministres du Commerce et des Finances que je me trouverai en mesure de faire connaître l'opinion du Gouvernement de l'Empereur sur la proposition transactionnelle des Pays Bas.

Agréez, &c.
(Signé) MOUSTIER.

(Translation.)

Sir, *Paris, February* 26, 1867.

I HAVE just received the letter which you did me the honour to address to me on the 23rd of this month, and in which you expressed, in the name of the Government of Her Britannic Majesty, the desire that the Minister of the Emperor at the Hague should support the endeavours made by his English colleague, to induce the Netherlands Government to consent to fix the 1st of March next as the date for putting in force the Declaration of the 20th of November last, relative to the yield of sugars.

Your letter, as you will have remarked, has crossed that which I had the honour to address to you yesterday, and which has already answered your fresh communication. You will have seen that the Government of the Emperor, anticipating the wishes of the Cabinet of London, had already communicated with the Government of the Netherlands in the sense desired.

The Cabinet of the Hague declared that, for the reasons which I explained to you, it was impossible for them to accept the date of the 1st of March. They added, indeed,

that if the other Contracting Parties thought it important to insist upon anticipating the ate originally fixed, they would consent to adopt the date of the 1st of April, but on condition that cargoes of sugar purchased before the 1st of March should not be subject to the new duties. That reservation appeared to me so important as to require special examination on the part of the proper Departments; and until I shall have received the report of the Ministers of Commerce and Finance I shall not be able to make known to you the opinion of the Government of the Emperor with regard to the practical proposition of the Netherland Government.

Accept, &c.
(Signed) MOUSTIER.

No. 9.

Lord Stanley to Mr. Fane.

(Telegraphic.) *Foreign Office, February* 27, 1867.

COMMUNICATE to French Government the annexed telegram,* which is sent off this evening to the Hague. Let me know at once what they say to it.

No. 10.

Mr. Fane to Lord Stanley.—(Received March 1.)

My Lord, *Paris, February* 28, 1867

ON the receipt of your Lordship's despatch of last night respecting the proposal of the Dutch Government in regard to the new scale of sugar drawbacks, I transmitted a copy of it to the Marquis de Moustier, and communicated upon it this morning directly with the Commercial Department of the Ministry for Foreign Affairs.

I was informed that the Ministries of Commerce and Finance, to which the Dutch proposal had been referred, as reported in my despatch to your Lordship of yesterday's date, were strongly opposed to its acceptance; a conclusion identical with that arrived at by Her Majesty's Government. Under these circumstances France could only reiterate the readiness to accept the earliest date which might be agreed to by all the Powers interested for bringing the new system into operation unconditionally; but great doubts were expressed as to the consent of the Dutch Government being obtained to the adoption of this course before the 1st of May. A telegram which I have received this afternoon from Mr. Ward confirms this anticipation of the course which the Dutch Government would pursue.

I have, &c.
(Signed) JULIAN FANE.

No. 11.

Mr. Fane to Lord Stanley.—(Received March 4.)

My Lord, *Paris, March* 2, 1867.

I HAVE the honour to forward herewith copy of a note which I received last night from the Marquis de Moustier, conveying formally the information which I have already transmitted to your Lordship in my despatch of the 28th ultimo, to the effect that the Imperial Government entirely concur with Her Majesty's Government in considering that the conditions attached by the Dutch Government to bringing the system of sugar drawbacks into operation on the 1st of April are inadmissible.

His Excellency adds that the French Minister at the Hague has been instructed to urge the Dutch Government to fix the earliest date at which they will accept the new system unconditionally.

I have, &c.
(Signed) JULIAN FANE.

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* No. 77.

Inclosure in No. 11.

M. de Moustier to Mr. Fane.

Monsieur, *Paris, le 1 Mars*, 1867.

JE viens de recevoir la lettre, en date d'hier, par laquelle vous m'avez fait l'honneur de me communiquer la copie d'un télégramme adressé par Lord Stanley au Chargé d'Affaires de Sa Majesté Britannique à la Haye relativement à l'époque de la mise en vigueur du nouveau régime des sucres.

L'opinion exprimée par le Principal Secrétaire d'Etat sur la condition à laquelle les Pays-Bas subordonnent leur acceptation de la date du 1 Avril, est entièrement conforme à celle du Gouvernement de l'Empereur. L'examen qui a été fait par les Administrations compétentes de la combinaison suggérée par le Cabinet de la Haye, a démontré qu'elle présenterait des inconvénients qui la rendent inadmissible. Je viens donc d'inviter le Ministre de l'Empereur à insister de nouveau auprès du Gouvernement Néerlandais pour qu'il veuille bien fixer la date la plus rapprochée à laquelle il lui sera possible d'appliquer, sans condition aucune, les dispositions de l'arrangement du 20 Novembre dernier.

Agréez, &c.
Pour le Ministre,
(Signé) E. HERBET.

(Translation.)

Sir, *Paris, March* 1, 1867.

I HAVE just received the letter, of yesterday's date, whereby you have done me the honour to communicate to me the copy of a telegram addressed by Lord Stanley to Her Britannic Majesty's Chargé d'Affaires at the Hague, relative to the date at which the new system of sugar duties shall be put in force.

The opinion expressed by the Principal Secretary of State as to the condition which the Netherlands attach to their acceptance of the oath of the 1st of April is entirely conformable to that of the Government of the Emperor. The examination which has been made by the competent Departments of the arrangements suggested by the Cabinet of the Hague has shown that it would involve so much inconvenience as to render it inadmissible. I have therefore instructed the Minister of the Emperor again to press the Netherland Government to fix the earliest date at which it may be possible for them, without any condition, to apply the arrangements of the Declaration of the 20th of November last.

Accept, &c.
For the Minister,
(Signed) E. HERBET.

No. 12.

Lord Stanley to Mr. Fane.

Sir, *Foreign Office, March* 6, 1867.

I HAVE to acquaint you that Her Majesty's Government have come to the conclusion that it would not be expedient to accede to the conditions as to floating cargoes, on which the Dutch Government insist in case the new scale of duties and drawbacks on sugar were to be carried into effect before the 1st of May next; and they observe with satisfaction that the French Government concur with them in that opinion.

Her Majesty's Government have, therefore, determined that the new duties and drawbacks on sugar in the United Kingdom shall take effect from the 1st of May next; and they will, therefore, cause the bill on the subject, which is now before Parliament, to be amended in accordance with this decision.

You will communicate this despatch to the Government of the Emperor.

I am, &c.
(Signed) STANLEY.

No. 13.

Mr. Fane to Lord Stanley.—(Received March 9.)

My Lord, *Paris, March 8, 1867.*

IN pursuance of the instructions conveyed to me in your Lordship's despatch of the 20th ultimo, I addressed a note to M. de Moustier requesting his Excellency to be good enough to furnish me, for the use of Her Majesty's Government, with a statement of the corresponding duties and drawbacks upon sugar in France which will be established by the Imperial Government in fulfilment of the Declaration of the 20th November, 1866, and I have now the honour to inclose copy of the note which I have received from his Excellency in reply.

In this note M. de Moustier states that, having communicated my request to the Minister of Commerce, M. de Forcade observes that the information required by Her Majesty's Government, as far as regards drawbacks, is contained in the declaration of the 20th November itself, and that in the duty levied on importation into France, no alteration whatever has to be made.

The signed copy of the above-mentioned Declaration was transmitted to your Lordship in Lord Cowley's despatch dated 26th of November last.

I have, &c.
(Signed) JULIAN FANE.

Inclosure in No. 13.

M. Herbet to Mr. Fane.

Monsieur, *Paris, le 7 Mars,* 1867.

EN répondant le 25 Février dernier à la lettre que vous m'avez fait l'honneur de m'écrire le 21 du même mois, au sujet de l'application du nouveau régime des sucres, j'ajoutais que j'avais prié M. le Ministre du Commerce de me mettre en mesure de vous adresser le tableau des droits et des drawbacks établis pour la France, que vous avez bien voulu m'exprimer le désir de recevoir.

M. de Forcade vient de me faire observer que le renseignement demandé par l'Administration Anglaise, en ce qui concerne les rendements, se trouve contenu dans la Déclaration du 20 Novembre dernier. Quant au montant des droits à l'importation en France, il n'a aucun changement à subir ; il n'y aurait en effet eu lieu de le modifier que dans le cas seulement où le chiffre des rendements aurait été réduit ou augmenté ; or, en totalisant les rendements établis par le dernier arrangement, et en les comparant à ceux qui avaient été fixés par la Convention du 8 Novembre, 1864, on arrive à ce résultat que la moyenne des rendements est exactement la même dans les deux cas.

Je ne puis, Monsieur, que vous transmettre ces observations, en vous priant de les communiquer au Gouvernement Britannique.

Agréez, &c.
(Signé) ED. HERBET.

(Translation.)

Sir, *Paris, March 7,* 1867.

IN replying, on the 25th of February last, to the letter which you did me the honour to address to me on the 21st of that month, relative to the application of the new system of sugar duties, I added that I had requested the Minister of Commerce to enable me to furnish you with the Table of duties and drawbacks established for France, which you had expressed the wish to receive.

M. de Forcade has now pointed out to me that the information requested by the English Administration, so far as relates to the yields, is contained in the Declaration of the 20th of November last. With regard to the amount of duties on importation into France, there is no change to be undergone ; there would in fact have been occasion to modify them only in case the amounts of the yields had been reduced or augmented. Now, in adding up the yields established by the last arrangement, and on comparing them with those which were fixed by the Convention of November 8, 1864, it will be found that the average of the yields is exactly the same in both cases.

I have only to transmit to you these observations, requesting you to communicate them to the British Government.

Accept, &c.
(Signed) ED. HERBET.

No. 14.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, March* 11, 1867.

WITH reference to your letter of the 19th ultimo, inclosing copies of the Resolutions of the House of Commons respecting the future duties and drawbacks on sugar, I am directed by Lord Stanley to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade that he immediately transmitted the Resolutions to Her Majesty's Representatives at Paris, Brussels, and the Hague, with instructions to communicate them to the Governments to which they are accredited; and Lord Stanley has since been in correspondence on the subject with the Treasury, by which Department the Resolutions were likewise sent to him.

I am to transmit to you, to be laid before the Lords of the Committee, copies and extracts of despatches from Paris, Brussels, and the Hague,* which convey the information requested in the latter part of your letter, as to the duties and drawbacks to be established in France, Belgium, and Holland, in fulfilment of the declaration of the 20th of November last.

I have, &c.
(Signed) E. C. EGERTON.

No. 15.

Lord Stanley to Earl Cowley.

My Lord, *Foreign Office, March* 19, 1867.

HER Majesty's Government are desirous to obtain, as early as possible, accurate information as to the mode in which each of the other three Powers, Contracting Parties to the Convention of the 8th of November, 1864, respecting duties and drawbacks on sugar, propose to give effect thereto.

As the note from M. Herbet, of which a copy was inclosed in Mr. Fane's despatch of the 8th instant, gives no detailed information, I have to instruct your Excellency to procure from the French Government, and transmit to me, a table of the duties and drawbacks which will be in force on the 1st of May next.

I have also to instruct your Excellency to ask for explanations showing how sugar in bond on the 1st of May in France will be dealt with, and to procure information which will fully explain the mode in which it is proposed to treat sugar that may have been delivered at an earlier date than the 1st of May, under bond, for refining, or upon credit, for payment of existing duties, or upon actual payment in cash of such duties.

Her Majesty's Government would be glad also to learn how it is proposed to prevent such sugars from receiving bounties in the shape of drawback under the new Code, if that drawback is to be continued at the amount at present allowed.

I request that your Excellency will have the goodness to obtain, as soon as possible, the information thus sought for, as it is very necessary that Her Majesty's Government should be promptly made aware of any change in the existing regulations which may be adopted before the 1st of May.

I am, &c.
(Signed) STANLEY.

No. 16.

Earl Cowley to Lord Stanley.—(*Received March* 31.)

My Lord, *Paris, March* 30, 1867.

WITH reference to your Lordship's despatch of the 19th instant, requesting information from the Imperial Government on various points connected with duties and

* Nos. 13, 50, and 81.

drawbacks on sugar, I have the honour to transmit herewith a copy of a note which I have received from M. Herbet, together with a copy of a paper containing answers to the several questions put by Her Majesty's Government, and a collection of circulars from the Customs relating to the same subject.

I have, &c.
(Signed) COWLEY.

Inclosure 1 in No. 16.

M. Herbet to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 29 *Mars,* 1867.

LE Gouvernement de Sa Majesté Britannique attachant un intérêt particulier à recevoir des renseignements précis sur l'application par chacune des Puissances Contractantes de la Convention du 8 Novembre, 1864, sur le régime des sucres, votre Excellence a bien voulu me faire connaître, le 21 de ce mois, les questions sur lesquelles il désirerait être complètement éclairé.

Je me suis empressé de communiquer cette demande d'information à M. le Ministre du Commerce, dont la réponse me parvient à l'instant sous la forme d'une note que j'ai l'honneur de transmettre ci-joint à votre Excellence, avec une collection de circulaires des Douanes qui s'y trouvait annexée.

Agréez, &c.
(Signé) E. HERBET.

(Translation.)

M. l'Ambassadeur, *Paris, March* 29, 1867.

THE Government of Her Majesty attaching much interest to being furnished with precise information as to the application, by each of the Contracting Parties, of the Convention of the 8th of November, 1864, relative to the system of sugar duties, your Excellency was pleased to acquaint me, on the 21st instant, with the questions upon which the British Government desired to be completely informed.

I lost no time in communicating that request for information to the Minister of Commerce, whose answer has just reached me in the form a note, which I have the honour to transmit to your Excellency inclosed, together with a collection of Customs circulars which accompanied it.

Accept, &c.
(Signed) E. HERBET.

Inclosure 2 in No. 16.

Memorandum.

Questions.	*Réponses.*
ON demande des renseignements précis sur le mode d'application de la Convention du 8 Novembre, 1864.	Ce mode a été réglé par une instruction ci-joint en date du 25 Juillet, 1865. Il n'y a lieu d'apporter à la marche indiquée d'autre modification que celle qui résulte de la Déclaration du 20 Novembre dernier. Un Décret sera rendu pour approuver cette Déclaration et la rendre exécutoire.
Tableau des droits et drawbacks qui doivent entrer en vigueur le 1 Mai prochain.	En France l'assiette des droits ne doit pas être changée comme dans les autres pays contractants, par suite des résultats des expériences faites l'année dernière. Ce n'est que pour les pays qui accordent un drawback unique ou une décharge de droits, qu'il y a nécessité, aux termes de l'Article IV de la Convention, d'établir une corrélation exacte entre les droits et les rendements. Nos droits actuels seront donc maintenus. Quant à l'exportation, elle continuera à s'effectuer sous le régime de l'admission

Questions.

Réponses.

temporaire créé par la Loi ci-jointe du 7 Mai, 1864, en tant néanmoins que les dispositions de cette loi ne sont pas contraires à celles de la Convention internationale. Ainsi les sucres bruts seront classés, conformément à l'Article I de la Convention, en quatre catégories, et les rendements en sucre raffiné en pains, afférents à chacune d'elles, seront fixés comme il suit :—

1e catégorie (Nos. 15 à 18), 94 kilogrammes.

2e catégorie (Nos. 10 à 14), 88 kilogrammes.

3e catégorie (Nos. 7 à 9), 80 kilogrammes.

4e catégorie (au-dessous du No. 7), 67 kilogrammes.

Les rendements en sucre candi seront inférieurs de 7 pour cent à ceux qui précèdent.

En d'autres termes, lorsqu'un raffineur aura souscrit une obligation d'admission temporaire pour 100 kilogrammes de sucre brut, il ne pourra se libérer, s'il exporte, que par la représentation à la sortie, de 94, 88, 80, ou 67 kilogrammes de sucre raffiné en pains, suivant la catégorie à laquelle le sucre brut aura été reconnu appartenir.

Comment sera traité :—

1. Le sucre en entrepôt le 1 Mai, 1867.

2. Le sucre mis en raffinage avant le 1 Mai.

Les marchandises placées au entrepôt sont considérées comme étant hors de France ; par conséquent les sucres se trouvant en entrepôt le 1 Mai, 1867, suivront le régime en vigueur au moment de leur sortie d'entrepôt, sans égard au régime qui pouvait exister au moment de la mise en entrepôt.

Les sucres déclarés pour l'admission temporaire avant le 1 Mai, 1867, seront assujetis aux rendements en vigueur au moment de la déclaration.

Il n'en saurait être autrement qu'en donnant à la Déclaration du 20 Novembre un effet rétroactif, ce qui est contraire à l'esprit de la législation et aux précédents. Mais il est à remarquer que l'inconvénient résultant de ce mode d'opérer n'est que transitoire, car les déclarations d'admission temporaire doivent être apurées dans un délai de deux mois au plus (Article 27 de la Loi Budgétaire du 8 Juillet, 1865).

Comment on entend empêcher les dits sucres de recevoir des primes si le drawback est maintenu au taux actuel.

Cette dernière question ne concerne que les pays où il existe un drawback, c'est-à-dire, la Hollande et la Belgique.

(Translation.)

Memorandum.

Questions.

Answers.

Precise information asked for as to the mode of carrying out the Convention of 8th November, 1864.

The Regulations are laid down in the annexed Instructions, dated 25th July, 1865. No further alteration is necessary than that resulting from the Declaration of the 20th

Questions.

Answers.

November last. A Decree will be issued approvation this Declaration, and rendering it binding.

Table of duties and drawbacks which will e in force on the 1st May next.

In France the scale of duties will not be altered as in the other Contracting Countries, in accordance with the experiments made last year. It is only those countries granting an uniform drawback or a discharge of duties, that are bound, by the IVth Article of the Convention, to establish an exact correlation between the duties and the yields. Our actual duties, therefore, remain unaltered. As regards exportation, it will still be carried on under the system of temporary admission ("admission temporaire"), sanctioned by the Law of 7th May, 1864, annexed, so far, however, as the regulations of this Law are not in opposition to those of the International Convention. Thus raw sugars will be classed, in conformity with the Ist Article of the Convention, in four categories, and the yields in refined loaf sugar, allotted to each, will be fixed as follows :—

1st category (Nos. 15 to 18), 94 kilogrammes.

2nd category (Nos. 10 to 14), 88 kilogrammes.

3rd category (Nos. 7 to 9), 80 kilogrammes.

4th category (below No. 7), 67 kilogrammes.

The yields for sugar-candy will be 7 per cent. below the above.

In other terms, when a refiner has entered into a bond for the temporary admission of 100 kilogrammes of raw sugar, he can only be released, if he exports, by the production on export of 94, 88, 80, or 67 kilogrammes of refined loaf sugar, according to the category to which the raw sugar has been found to appertain.

1. How sugar in warehouse on the 1st of May, 1867, will be dealt with.

2. How sugar in course of refining before he 1st of May will be dealt with.

Merchandize deposited in warehouse is considered as out of France. Consequently sugars in warehouse on the 1st May, 1867, will be subject to the regulations in force at the time of their delivery from the warehouse, irrespective of the regulations existing when they were placed in warehouse.

Sugars entered for "temporary admission" before the 1st May, 1867, will be subject to the yields in force at the time of such entry.

It could not be otherwise except by giving a retroactive effect to the Declaration of the 20th November, which would be contrary to the spirit of legislation, and to precedents. It is, however, to be remarked that the inconvenience resulting from this plan is but transitory, for the entries for temporary admission should be affirmed within at most a delay of two months. (Article 27 of Law on Budget, July 8, 1865.

How it is proposed to prevent such sugars

This last question only concerns those

Questions. *Answers.*

from receiving bounties, if the drawback is maintained at the rate now existing. countries where no drawback exists, Holland and Belgium.

Inclosure 3 in No. 16.

Customs Circulars.

Paris, le 25 *Juillet*, 1865

DIRECTION GENERALE DES DOUANES et des CONTRIBUTIONS INDIRECTES.

1re DIVISION.

2e BUREAU.

Sucres.

Transmission d'une Convention Internationale sur la législation des sucres.

Circulaire No. 1002.

JE transmets, avec la présente, copie de Décrets relatifs à la Convention conc entre la France, la Belgique, la Grande Bretagne, et les Pays Bas, le 8 Novembre, 18 sur la législation des sucres.

En attendant le résultat d'expériences qui vont être faites, afin de déterminer rendements réels des sucres bruts de chaque espèce, l'Article I de cette Conventi combiné avec l'Article VII, règle les rendements légaux conformément au Tabl ci-après :

	Mélis et Lumps.	Candis.
	Pour cent.	Pour cent.
Sucres au-dessous du No. 7	76	69
„ des Nos. 7 à 9	81	74
„ des Nos. 10 à 14	85	78
„ des Nos. 15 à 18	87	80

Le dernier paragraphe de l'Article I porte que les nuances intermédiaires entre de classes appartiendront à la classe inférieure. Par conséquent, les sucres au-dessus No. 9 qui n'atteindront pas le No. 10, les sucres au-dessus du 14 qui n'atteindront pas No. 15, les sucres au-dessus du No. 18 qui n'atteindront pas le No. 19, seront rangés, uns dans la catégorie des Nos. 7 à 9, les autres dans celles des Nos. 10 à 14, les dernie dans celle des Nos. 15 à 18.

L'Article IX concerne uniquement ceux des pays contractants dont les poudr blanches sont admises au drawback. En France le service continuera à n'accepter à décharge des obligations d'admission temporaire que les candis, les sucres en pains mé ou lumps, désormais confondus dans une seule classe, et les vergeoises.

Aux termes de la Loi du 7 Mai, 1864, les vergeoises des Nos. 13 et au-dessus étaie les seules admissibles pour l'exportation en apurement des obligations ; de plus, il fall présenter 105 kilogrammes de vergeoises de cette qualité pour obtenir la décharge 100 kilogrammes de sucre brut. En exécution de l'Article 10 de la Convention, ell seront reçues pour la sortie, à partir du No. 10 inclusivement, et poids pour poids c'est-à-dire, à raison de 100 kilogrammes de vergeoises pour 100 kilogrammes de suc soumissionné ; mais les vergeoises au-dessous du No. 13 ne pourront être appliquées qu des sucres également au-dessous du No. 13, imposés au plus faible droit.

Les changements apportés au régime de sorties laissent subsister, pour la perceptio les classifications établies par la Loi du 7 Mai, 1864. Les subdivisions nouvell consacrées par l'Article I de la Convention régleront donc seulement les conditions drawback ou du système d'admission temporaire destiné à y suppléer. On aura, en mot, une double classification : l'une, pour l'exportation, conforme à la série rappel ci-dessus, et limitant au No. 19 exclusivement les sucres admissibles pour le drawback l'autre, pour l'acquittement des droits, déterminée par l'Article 1 de la Loi du 7 Ma 1864, et dans laquelle la catégorie des poudres blanches assimilées aux raffinés commence qu'au-dessus du No. 20.

Dans les opérations d'admission temporaire on constatera, afin de pourvoir à double éventualité de l'exportation ou de la mise en consommation, s'il s'agit de sucres

Au-dessous du No. 7,
Des Nos. 7 à 9,
Des Nos. 10 à 13 exclusivement,
Des Nos. 13 à 14,
Des Nos. 15 à 19 exclusivement,
Des 19 et 20,
Au-dessus du No. 20.

La surtaxe de 2 francs par 100 kilogrammes, exigible à l'entrée en France des sucre bruts provenant des contrées d'Europe, est supprimée à l'égard des sucres bruts de bette

e d'origine Anglaise, Belge ou Hollandaise. Cette disposition est applicable exclusive-nt aux sucres fabriqués dans les trois Etats qui ont Traité avec la France. Elle ne fitera ni aux sucres de betterave importés d'ailleurs ni aux sucres de canne.

Les sucres de betterave de l'Angleterre, de la Belgique et des Pays-Bas sont égale-nt affranchis de la restriction formulée dans le dernier paragraphe de l'Article VI de Loi du 7 Mai, 1864. Quoique provenant de pays d'Europe, ils seront admis au raffinage r l'exportation jusqu'au No. 16 inclusivement. D'après l'Article I de la Convention, sucres de betterave Français et les sucres de canne importés des pays hors d'Europe nt admis à ce régime jusqu'au No. 19 exclusivement.

Les Articles XIII et XIV de la Convention modifient le Tarif des sucres raffinés.

La France n'entendant pas user de la latitude ouverte aux pays contractants par le nier de ces deux Articles, le Tarif des sucres importés de l'Angleterre, de la Belgique les Pays-Bas sera fixé ainsi qu'il suit, décimes compris :—

	Les 100 kilog. Fr.	c.
Mélis, lumps et poudres blanches assimilées aux raffinés	50	60
Candis	54	15

Les tares légales déterminées par l'Article XV sont celles qui ont fait l'objet des crets des 29 Août, 1863, et 8 Avril, 1865. Elles ne s'appliquent qu'aux sucres bruts et poudres blanches. La tare des sucres raffinés proprement dits reste provisoirement lée en France, selon les proscriptions générales des Lois du 22 Août, 1791, et du 27 rs, 1817, à 12 pour cent pour les caisses ou futailles, à 2 pour cent pour les balles, ots, sacs, paniers ou colis à clairevoie.

Le Département de l'Agriculture et du Commerce fait préparer les types nécessaires r l'application de la nouvelle classification. Le service les recevra prochainement.

La Convention du 8 Novembre est exécutoire à partir du 1 Août prochain. Mais me elle ne saurait avoir d'effet rétroactif, les obligations d'admission temporaire scrites antérieurement au 1 Août s'apureront dans les conditions édictées par la Loi du Iai, 1864.

Les Directeurs porteront la présente circulaire à la connaissance du service et du mmerce.

Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) BARBIER.

Pour ampliation :
L'Administrateur,
(Signeé) AME.
Pour copie remise à M. , qui en surveillera l'exécution.

(Translation.)

Paris, July 25, 1865.

DIRECTION GENERAL OF CUSTOMS and INDIRECT TAXATION.

1ST DIVISION.

2nd BUREAU.

Sugars.

Transmission of an International Convention on the legislation on sugars.

Circular.
No. 1002.

I TRANSMIT herewith copies of Decrees relative to the Convention concluded veen France, Belgium, Great Britain, and Holland, the 8th November, 1864, on the slation affecting sugar.

Awaiting the result of the experiments about to be made for the purpose of ascer-ing the actual yields of raw sugars of each description, the Ist Article of this Conven-, together with the VIIth Article, regulates the legal yields in conformity with the er-mentioned Table :—

	Pure refined Sugar and Lumps.	Candy.
	Per cent.	Per cent.
Sugars below No. 7	76	69
„ Nos. 7 to 9	81	74
„ Nos. 10 to 14	85	78
„ Nos. 15 to 18	87	80

The last paragraph of the Ist Article lays down that the intermediate shades of colour veen two classes shall be deemed to belong to the lower class. Consequently, sugars ve No. 9 but not reaching No. 10, sugars above No. 14 but not reaching No. 15, ars above No. 18 but not reaching No. 19, will be classified—the first in the category Nos. 7 and 9, the next in that of Nos. 10 and 14, the last in that of Nos. 15 18.

The IXth Article concerns only those of the Contracting Countries where white sugars

in crystal and powder ("poudres blanches") are admitted to drawback. In France service will continue to accept, in discharge of the bonds for temporary admission, c candy, refined sugar in loaf or lumps, henceforth blended together in one class, and pic or bastards ("vergeoises").

According to the terms of the Law of 7th May, 1864, the pieces or bastards, No. and above, were alone admissible for exportation in liquidation of the bonds; more t this, it was necessary to present 105 kilogrammes of pieces or bastards of this quality, obtain the discharge of 100 kilogrammes of raw sugar. In execution of Article X of Convention, they will be received for export, down to No. 10 inclusively, weight for weig that is to say, at the rate of 100 kilogrammes of pieces or bastards for 100 kilogram of sugar tendered; but pieces and bastards below No. 13 can only be applied to sug also below No. 13, charged at the lowest duty.

The changes introduced in the regulations for exportation leave remaining, for ta tion, the classifications established by the Law of the 7th May, 1864. The new sub-d sions established by Article I of the Convention will therefore regulate only the conditi of the drawback or of the system of temporary admission intended to be substituted it. There will be, in a word, a double classification: the one, for exportation, in conform with the scale quoted above, and limiting to No. 19 exclusively the sugars admissible drawback; the other for the payment of duties, determined by Article I of the Law 7th May, 1864, in which the category of white sugar in crystal or powder ("poud blanches"), assimilated to refined only, commences above No. 20.

In taking account of sugar under temporary admission, in order to provide for two-fold alternative of exportation or home consumption, the following must be det mined:—

Below No. 7.
Nos. 7 to 9.
Nos. 10 to 13 exclusively.
Nos. 13 to 14.
Nos. 15 to 19 exclusively.
Nos. 19 to 20.
Above No. 20.

The additional tax ("surtaxe") of 2 francs per 100 kilogrammes, leviable on entran into France of raw sugars produced in countries in Europe, is suppressed so far as regar raw beet-root sugars of English, Belgian, or Dutch origin. This arrangement is app cable exclusively to sugars manufactured in the three States which have treated wi France. It will not be applicable either to beet-root sugars imported from elsewhere, to cane sugars.

Beet-root sugars, the produce of England, Belgium, and Holland, are also liberat from the restriction specified in the last paragraph of Article 6 of the Law 7th of Ma 1864. Though produced in countries in Europe, they will be admitted to be refined export to No. 16 inclusive. According to the 1st Article of the Convention, French be root sugars and cane sugars imported from countries out of Europe will be admitted und these regulations up to No. 19 exclusively.

Articles XIII and XIV of the Convention modify the Tariff for refined sugars.

France not intending to avail itself of the latitude open to the Contracting Countri by the last of these two Articles, the Tariff for sugars imported from England, Belgiu and Holland, will be fixed as follows, decimes included:—

	Per 100 kilog. Fr.	c.
Pure refined sugar, lumps, and white sugars in crystal or powder (poudres blanches), assimilated to refined	50	60
Candy	54	15

The legal tares determined by Article XV are those which were the subject of t Decrees of 29th August, 1863, and 8th April, 1865. They are only applicable to ra sugars, and white sugars in crystal or powder. The tare of refined sugars properly called, remains provisionally regulated in France, according to the general prescriptio of Laws 22nd August, 1791, and of 27th March, 1817, at 12 per cent. for cases or cask at 2 per cent. for ales, pockets, sacks, baskets, or open packages.

The Department of Agriculture and Commerce is preparing the necessary standard for the application of the new classification. The service will receive them shortly.

The Convention of the 8th November comes into operation from the 1st of Augus next. But as it should not have a retroactive effect, the bonds for temporary admissio subscribed to previous to the 1st August, will be discharged under the conditions of th Law of 7th of May, 1864.

The Directors will make known this Circular to the service and trade.

The Counsellor of State, Director-General of Customs and Indirect Taxation,
(Signed) BARBIER.

For notification:
The Administrator,
(Signed) AME.
Copy remitted to M. , who will superintend the execution.

Décret portant promulgation d'une Convention relative à la Législation des Sucres signé, le 8 Novembre, 1864, entre la France, la Belgique, la Grande Bretagne, et les Pays-Bas.*

(Inséré au Bulletin des Lois du 13 Juillet, 1865, No. 1310.)

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,

A tous présents et à venir, salut.

Sur le rapport de notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères,

Avons décrété et décrétons ce qui suit:—

Article 1. Une Convention relative à la législation des sucres ayant été signée à Paris, le 8 Novembre, 1864, entre la France, la Belgique, la Grande Bretagne et les Pays Bas, et les ratifications de cet Acte ayant été échangées le 5 Juillet, 1865, la présente Convention, dont la teneur suit, recevra sa pleine et entière exécution.

Convention.

[See p. 1.]

Art. 2. Notre Ministre et Secrétaire d'Etat au Département des Affaires Etrangères est chargé de l'exécution du présent Décret.

Fait au Palais des Tuileries, le 8 Juillet, 1865.

(Signé) NAPOLEON

Le Ministre des Affaires Etrangères,
(Signé) DROUYN DE LHUYS.
Vu et scellé du sceau de l'Etat:
Le Garde des Sceaux, Ministre de la Justice et des Cultes,
(Signé) J. BAROCHE.

Pour copie conforme:
Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) BARBIER.

(Translation.)

Decree† promulgating a Convention relative to the Legislation on Sugar between France, Belgium, Great Britain, and Holland, signed November 8, 1864.

(Inserted in Bulletin of Laws, July 13, 1865, No. 1310.)

NAPOLEON, by the grace of God and the national will, Emperor of the French.

To all present, and to whom it may concern, greeting.

On the report of our Minister Secretary of State to the Department of Foreign Affairs,

We have decreed and do order as follows:—

Article 1. A Convention relative to the legislation on sugar having been signed in Paris, 8th November, 1864, between France, Belgium, Great Britain, and Holland, and the ratifications of this Act having been exchanged 5th of July 1865, the present Convention, in tenor as follows, shall receive its full and entire execution.

Convention.

[See p. 1.]

* Voir la Circulaire transmissive du 25 Juillet, 1865, No. 1002.
† See Circular transmitted July 25, 1865, No. 1002.

Art. 2. Our Minister and Secretary of State for the Department of Foreign Affairs is charged with the execution of the present Decree.

Done at the Palace of Tuileries, 8th July, 1865.

(Signed) NAPOLEON.

The Minister of Foreign Affairs,
(Signed) Drouyn de Lhuys.

Seen and sealed with the seal of State:
The Keeper of the Seals, Minister of Justice and of Worship,
(Signed) J. Baroche.

Conformable to the original:
The Counsellor of State, Director-General of Customs and Indirect Taxation,
(Signed) Barbier.

Decret qui approuve une Déclaration signée le 5 Juillet, 1865, entre la France et la Belgique et en prescrit la publication.*

(Inséré au Bulletin des Lois du 13 Juillet, 1865, No. 1310.)

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,
A tous présents et à venir, salut.

Sur le rapport de notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères,

Avons décrété et décrétons ce qui suit:—

Article 1. Une Déclaration ayant été signée à Paris, le 5 Juillet, 1865, par notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères et l'Envoyé Extraordinaire et Ministre Plénipotentiaire de Sa Majesté le Roi des Belges, la dite Déclaration, dont la teneur suit, est approuvée et sera insérée au Bulletin des Lois:—

Declaration.

Le Gouvernement de Sa Majesté l'Empereur des Français et le Gouvernement de Sa Majesté le Roi des Belges, également animés du désir de développer les échanges entre les deux pays par des modérations réciproques de taxes, sont convenus des dispositions suivantes:

1. Le surtaxe de 2 francs par 100 kilogrammes, décimes compris, imposé à l'entrée en France des sucres bruts de betterave d'origine Belge est supprimée;

2. La surtaxe de 1 franc 20 centimes par 100 kilogrammes, imposée à l'entrée en Belgique des sucres bruts d'origine Française est supprimée.

3. Ces dispositions entreront en vigueur en même temps que la Convention internationale du 8 Novembre, 1864, sur le régime des sucres;

4. La présente Déclaration aura même force et même durée que la dite Convention, la quelle elle demeure annexée.

Fait à Paris, le 5e jour de Juillet de l'an de grace 1865.

(L.S.) (Signé) DROUYN DE LHUYS.
(L.S.) (Signé) B^{ON}. EUG. BEYENS.

Art. 2. Notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères est chargé de l'exécution du présent Décret.

Fait au Palais des Tuileries, le 8 Juillet, 1865.

(Signé) NAPOLEON.

Par l'Empereur:
Le Ministre des Affaires Etrangères,
(Signé) Drouyn de Lhuys.

Vu et scellé du sceau de l'Etat:
Le Garde des Sceaux, Ministre de la Justice et des Cultes,
(Signé) J. Baroche.

Pour copie conforme:
Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) Barbier.

* Voir la Circulaire transmissive du 25 Juillet, 1865. No. 1002.

(Translation.)

Decree approving a Declaration signed July 5, 1865, between France and Belgium, and directing its publication.*

(Inserted in the Bulletin of Laws, July 13, 1865, No. 1310.)

NAPOLEON, by the grace of God, and the national will, Emperor of the French,

To all present and to whom it may concern, greeting.

On the report of our Minister Secretary of State for the Department of Foreign Affairs,

We have decreed and do order as follows :—

Article 1. A Declaration having been signed in Paris 5th July 1865, by our Minister Secretary of State to the Department of Foreign Affairs, and by the Special Envoy and Minister Plenipotentiary of His Majesty the King of the Belgians, the said Declaration in tenor as follows, is approved and shall be inserted in the Bulletin of Laws.

Declaration.

The Government of His Majesty the Emperor of the French, and the Government of His Majesty the King of the Belgians, alike animated with the desire to exchange relations between the two countries by the reciprocal reduction of taxes, have agreed to the following arrangements :—

1. The surtax of 2 francs per 100 kilogrammes, including decimes, imposed on entry into France, of raw beet-root sugars of Belgian origin is suppressed ;

2. The surtax of 1 franc 20 centimes per 100 kilogrammes, imposed on entry into Belgium, of raw sugars of French origin is suppressed ;

3. These arrangements will come into operation at the same time as the International Convention of 8th November, 1864, on the regulations affecting sugar ;

4. This Declaration will have the same power and duration as the said Convention to which it becomes annexed.

Done at Paris, 5th July, 1865.

(L.S.) (Signed) DROUYN DE LHUYS.
(L.S.) (Signed) B^{ON}. EUG. BEYENS.

Art. 2. Our Minister Secretary of State to the Department of Foreign Affairs is charged with the execution of the present Decree.

Done at the Palace of Tuileries, 8th July, 1865.

(Signed) NAPOLEON.

By the Emperor :
The Minister of Foreign Affairs,
(Signed) DROUYN DE LHUYS.
Seen and sealed with the seal of State :
The Keeper of the Seals, Minister of Justice and of Worship,
(Signed) J. BAROCHE.
Conformable to the original :
The Counsellor of State, Director-General of Customs and of Indirect Taxation,
(Signed) BARBIER.

Décret† supprimant la Surtaxe établie à l'Importation des Sucres de Betteraves de la Grande Bretagne et des Pays Bas.

(Inséré au Bulletin des Lois du 31 Juillet, 1865, No. 1320.)

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,

A tous présents et à venir, salut.

Sur la proposition de notre Ministre de l'Agriculture, du Commerce et des Travaux Publics ;

Vu la Déclaration signée à Paris le 5 Juillet, 1865, entre la France et la Belgique, annexée à la Convention du 8 Novembre, 1864, relative au régime des sucres ;

* See Circular transmitted July 25, 1865, No. 1002.
† Voir la Circulaire transmissive du 25 Juillet, 1865, No. 1002.

Avons décrété et décrétons ce qui suit.

Article 1. La surtaxe de 2 francs par 100 kilogrammes, décimes compris, établie à l'importation des sucres bruts de betteraves originaires de la Grande Bretagne et des Pays-Bas est supprimée.

Art. 2. Notre Ministre de l'Agriculture, du Commerce et des Travaux Publics, et notre Ministre des Finances, sont chargés, chacun en ce qui le concerne, de l'exécution du présent Décret.

Fait à Plombières, le 24 Juillet, 1865.

(Signé) NAPOLEON.

Par l'Empereur:
Le Maréchal de France, Ministre de la Maison de l'Empereur et des Beaux Arts, chargé de l'intérim du Ministère de l'Agriculture, du Commerce et des Travaux Publics,
(Signé) VAILLANT.

Pour copie conforme:
Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) BARBIER.

(Translation.)

Decree suppressing the Surtax imposed on the Importation of Beet-root Sugars of Great Britain and Holland.*

(Inserted in the Bulletin of Laws of July 31, 1865, No. 1320.)

NAPOLEON, by the grace of God, and the national will, Emperor of the French.

To all present, and to whom it may concern, greeting.

On the proposition of our Minister of Agriculture, of Commerce, and of Public Works;

Seen the Declaration signed in Paris, 5th July, 1865, between France and Belgium, annexed to the Convention of 8th November, 1864, relative to the regulations affecting sugars;

We have decreed and do decree as follows:—

Article 1. The surtax of 2 francs per 100 kilogrammes, decimes included, existing on the importation of raw beet-root sugars, the origin of Great Britain or Holland, is suppressed.

Art. 2. Our Minister of Agriculture, of Commerce, and of Public Works, and our Minister of Finances, are charged, as far as each may be concerned, with the execution of the present Decree.

Done at Plombières, 24th July, 1865.

(Signed) NAPOLEON.

By the Emperor:
The Marshal of France, Minister of the Emperor's Household, and of Fine Arts, charged for the time with the Ministry of Agriculture, Commerce, and Public Works,
(Signed) VAILLANT.

Conformable to the original:
The Counsellor of State, Director-General of Customs and of Indirect Taxation,
(Signed) BARBIER.

Décret† appliquant des Droits aux Sucres Raffinés ou Candis importés de la Grande Bretagne, et des Pays Bas.

(Inséré au Bulletin des Lois du 31 Juillet, 1865, No. 1320.)

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,

A tous présents et à venir, salut.

Sur la proposition de notre Ministre de l'Agriculture, du Commerce et des Travaux Publics;

* See Circular transmitted July 25, 1865, No. 1002.

† Voir la Circulaire transmissive du 25 Juillet, 1865, No. 1002.

Vu l'Article XIII de la Convention relative au régime des sucres signée à Paris le vembre, 1864, entre la France, la Belgique, la Grande Bretagne et les Pays-Bas;
Vu notre Décret du 8 Juillet, 1865, portant promulgation de la dite Convention;
Avons décrété et décrétons ce qui suit:

Article 1. A partir du 1 Août prochain, les droits ci-après établis seront appliqués, décimes compris, aux sucres raffinés ou candis importés en France de Belgique, de la Grande Bretagne et des Pays-Bas:

	Les 100 kilogs. Fr. c.
Sucres raffinés—	
En pains ou en poudre assimilés aux raffinés	50 60
Candis	54 15

Art. 2. Notre Ministre de l'Agriculture, du Commerce et des Travaux Publics, et notre Ministre des Finances, sont chargés, chacun en ce qui le concerne, de l'exécution du présent Décret.

Fait à Plombières, le 24 Juillet, 1865.

(Signé) NAPOLEON.

Par l'Empereur:
Le Maréchal de France, Ministre de la Maison de l'Empereur et des Beaux Arts, chargé de l'intérim du Ministère de l'Agriculture, du Commerce et des Travaux Publics,
(Signé) VAILLANT.

Pour copie conforme:
Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) BARBIER.

(Translation.)

Decree applying Duties to Refined Sugars or Candy imported from Great Britain or Holland.*

(Inserted in the Bulletin of Laws, July 31, 1865, No. 1320.)

NAPOLEON, by the grace of God, and the national will, Emperor of the French.
To all present, and to whom it may concern, greeting.
On the proposition of our Minister of Agriculture, of Commerce, and of Public Works;
Seen Article XIII of the Convention relative to the regulations affecting sugars, signed at Paris 8th November, 1864, between France, Belgium, Great Britain, and Holland.
Seen our Decree of July 8, 1865, promulgating the said Convention;
We have decreed and do decree as follows:—

Article 1. From the 1st August next, the under-mentioned appointed duties will be applied, decimes inciuded, to refined sugars or candy imported into France from Belgium, Great Britain, and Holland:—

	Per 100 kilogs. Fr. c.
Refined sugars—	
In loaf or in powder, assimilated to refined	50 60
Candy	54 15

Art. 2. Our Minister of Agriculture, of Commerce, and of Public Works, and our Minister of Finances, are charged, as far as each may be concerned, with the execution of the present Decree.

Done at Plombières, July 24, 1865.

(Signed) NAPOLEON.

By the Emperor:
The Marshal of France, Minister of the Emperor's Household and of Fine Arts, charged for the time with the Ministry of Agriculture, of Commerce, and of Public Works.
(Signed) VAILLANT.

Conformable to the original:
The Counsellor of State, Director-General of Customs and of Indirect Taxation,
(Signed) BARBIER.

* See Circular transmitted July 25, 1866, No. 1002.

Loi relative au Régime des Sucres.*

(Insérée au Bulletin des Lois du 12 Mai, 1864, No. 1200.)

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,

A tous présents et à venir, salut.

Avons sanctionné et sanctionnons, promulgé et promulguons ce qui suit:

Le Corps Législatif a adopté le projet de loi dont la teneur suit:

Loi.

Extrait du Procès-Verbal du Corps Législatif.

Article 1. A partir du 15 Juin, 1864, les droits sur les sucres seront établis ainsi qu'il suit, décimes compris:

Sucres—	Les 100 kilogs. Fr. c.
Bruts de toute origine—	
Au-dessous du No. 13	42 0
Du No. 13 au No. 20 inclusivement	44 0
Assimilés aux raffinés—	
Poudres blanches au-dessus du No. 20	45 0
Raffinés dans les fabriques de sucre indigène et dans les Colonies Françaises ..	47 0

Les types Nos. 13 et 20 seront déterminés conformément à la série des types de Paris.

Art. 2. Les colonies Françaises de l'Ile de la Réunion et des Antilles jouiront d'une détaxe de 5 francs par 100 kilogrammes, du 15 Juin, 1864, au 1 Janvier, 1870, décimes compris.

Art. 3. Les sucres importés des pays hors d'Europe par navires étrangers et les sucres importés des pays et des entrepôts d'Europe, quel que soit le mode de transport, seront soumis à une surtaxe de 2 francs par 100 kilogrammes, décimes compris.

Art. 4. La faculté d'abonnement accordée aux fabriques de sucre indigène par l'Article 4 de la Loi du 23 Mai, 1860, est et demeure supprimé.

Art. 5. Les sucres non raffinés, de toute origine, jouiront de la faculté de l'admission temporaire en franchise, sous les conditions ci-après déterminées.

L'admission temporaire ne sera obligatoire qu'à l'égard des sucres qui seront raffinés pour l'exportation.

Les sucres déclarés pour l'admission temporaire donneront lieu à des obligations cautionnées.

Ces obligations seront apurées dans un délai qui ne pourra excéder quatre mois, soit par l'exportation après raffinage ou par la mise en entrepôt d'une quantité de sucres raffinés correspondant aux rendements qui seront déterminés à l'Article 6, soit par le payement des taxes et surtaxes applicables aux sucres bruts soumissionnés.

Lorsque les raffinés exportés proviendront de sucres importés par navire étranger, les soumissionnaires devront payer, au moment de l'exportation ou de la mise en entrepôt, la moitié de la surtaxe de pavillon.

Relativement aux obligations cautionnées, l'action du Trésor et la responsabilité des comptables resteront de tous points soumises aux règles tracées par les ordonnances et arrêtés rendus sur les crédits accordés pour le payement des droits de douane.

Art. 6. Le rendement des sucres destinés à l'exportation après raffinage sera réglé ainsi qu'il suit:

Sucre de toute origine—	Kilogs.	
Au-dessous du No. 10—		
Sucre mélis ou quatre-cassons, et sucre candi	.. 78	Pour 100 kilogrammes de sucre brut, conformément aux types indiqués ci-contre.
Sucre lumps et sucre tapé de nuance blanche .	.. 79	
Du No. 10 au No. 13 exclusivement—		
Sucre mélis on quatre-cassons et sucre candi .	.. 80	
Sucre lumps et sucre tapé de nuance blanche .	.. 81	
Du No. 13 au No. 16 inclusivement—		
Sucre mélis ou quatre-cassons, et sucre candi	.. 83	
Sucre lumps et sucre tapé de nuance blanche	.. 84	

Les vergeoises du No. 13 et des numéros supérieurs seront admissibles pour l'exportation à la décharge des obligations d'admission temporaire, à raison de 105 kilogrammes pour 100 kilogrammes de sucre brut.

* Voir la Circulaire transmissive du 31 Mai, 1864, No. 954.

Les sucres coloniaux et étrangers ne seront admissibles au raffinage pour l'exportation que lorsqu'ils auront été importés directement par mer des pays hors d'Europe.

Art. 7. Les sucres raffinés qui, après avoir été placés en entrepôt dans les conditions prévues par l'Article 5, seront retirés pour la consommation, acquitteront les droits afférents à la matière brute dont ils proviennent et sur les quantités soumissionnées au moment de l'admission temporaire.

Art. 8. Si les obligations ne sont pas apurées dans le délai fixé par l'Article 5 de la présente loi, Le trésor poursuivra immédiatement, outre le recouvrement du droit d'entrée, le payement des intérêts de ce droit, à raison de 5 pour cent l'an, et ce à partir de l'expiration du dit délai.

Toute tentative ayant pour but de faire admettre à l'exportation ou à la réintégration en entrepôt, comme il est dit à l'Article 5, des sucres n'ayant pas le poids déclaré ou le degré de pureté ou de blancheur exigé par les réglements sur la matière, sera punie, dans le premier cas, d'une amende égale au double droit sur le déficit, et dans le second cas, d'une amende de 10 francs par 100 kilogrammes. La marchandise pourra être retenue pour sûreté de l'amende et des frais.

Art. 9. La restitution des droits à l'exportation des sucres raffinés, lorsque le payement de ces droits sera justifié au moyen de quittances antérieures à la promulgation de la présente Loi et n'ayant pas plus de quatre mois de date, se fera sur les bases du Tarif et d'après les rendements déterminés par les lois antérieures.

Les sucres raffinés indigènes non libérés d'impôt, existant en magasin dans les fabriques-raffineries ou en cours de raffinage au moment de la mise en vigueur de la présente Loi, acquitteront le droit de 47 francs par 100 kilogrammes, décimes compris.

Délibéré en séance publique, à Paris, le 19 Avril, 1864.

Le Président,
(Signé) DUC DE MORNY.

Les Secrétaires,
(Signé) Comte Joachim Murat.
H. Busson-Billault.
Comte Le Peletier d'Aunay.
Severin Abbatucci.

Extrait du Procès-Verbal du Sénat.

Le Sénat ne s'oppose pas à la promulgation de la Loi relative au Régime des Sucres.
Délibéré et voté en séance, au Palais du Sénat, le 3 Mai, 1864.

Le Président,
(Signé) TROPLONG.

Les Secrétaires,
(Signé) Comte De Bearn.
A. Le Roy de Saint-Arnaud.
Baron T. de Lacrosse.

Vu et scellé du sceau du Sénat :
Le Sénateur Secrétaire,
(Signé) Baron T. de Lacrosse.

Mandons et ordonnons que les présentes, revêtues du sceau de l'Etat et insérées au Bulletin des Lois, soient adressées aux cours, aux tribunaux et aux autorités administratives, pour qu'ils les inscrivent sur leurs registres, les observent et les fassent observer, et notre Ministre Secrétaire d'Etat au Département de la Justice est chargé d'en surveiller la publication.

Fait au Palais des Tuileries, le 7 Mai, 1864.

(Signé) NAPOLEON.

Par l'Empereur,
Le Ministre d'Etat,
(Signé) E. Rouher.

Vu et scellé du grand sceau :
Le Garde des Sceaux, Ministre Secrétaire d'Etat
au Département de la Justice,
(Signé) J. Baroche.

Pour copie conforme :
Le Conseiler d'Etat, Directeur-Général des Douanes
et des Contributions Indirectes,
(Signé) Barbier.

(Translation.)

Law relative to the System of Sugar Duties.*

(Inserted in the Bulletin of Laws, May 12, 1864, No. 1200.)

Napoleon, by the grace of God and the national will, Emperor of the French.
To all present and whom it may concern, greeting:
We have sanctioned and do sanction, promulgated and do promulgate, as follows:—
The Corps Legislatif has adopted the project of law in tenor of follows:—

LAW.

Extract from Procès-Verbal of the Corps Legislatif.

Article 1. From June 15, 1864, the duties on sugar will be fixed as follows, decimes included:—

Sugars—	Per 100 kilogs. Fr.	c.
Raw, of whatever origin—		
Below No. 13	42	0
From No. 13 to No. 20 inclusive	44	0
Assimilated to refined—		
White sugars in crystal or powder (poudres blanches) above No. 20	45	0
Refined in the manufactories of indigenous sugar, and in the French Colonies	47	0

The standards Nos. 13 and 20 will be determined in conformity with the series of Paris standards.

Art. 2. The French Colonies of the Islands of Réunion and the Antilles will obtain a deduction of duty ("détaxe") of 5 francs per 100 kilogrammes from the 15th June, 1864, to the 1st January, 1870, décimes included.

Art. 3. Sugars imported from countries out of Europe by foreign ships, and sugars imported from countries and *entrepôts* of Europe, whatever the mode of transit, will be subjected to an additional tax ("surtaxe") of 2 francs per 100 kilogrammes, décimes included.

Art. 4. The power of compounding ("abonnement") accorded to manufacturers of indigenous sugar by Article 4 of the Law of the 23rd May, 1860, is and remains suppressed.

Art. 5. Sugars unrefined, of whatever origin, will obtain the right of temporary free admissions ("admission temporaire") under the conditions determined as follows:—

Temporary admission will only be compulsory with regard to sugars to be refined for exportation.

Sugars declared for temporary admission will require bonds, with sureties ("obligations cautionnées").

These bonds must be discharged within a time not exceeding four months, either by the exportation after refining, or by depositing into warehouse ("entrepôt") a quantity of refined sugar corresponding to the yields laid down in Article 6, or by payment of the duties and surtaxes chargeable on the raw sugars tendered.

When the refined sugars exported shall have been obtained from sugars imported in a foreign vessel, the tenderers must pay, at the time of exportation or of deposit into warehouse, half of the surtax on the flag.

With regard to the bonds with sureties the action of the Treasury, and the responsibility of those accountable, will remain in every respect subject to the rules laid down by the Ordonnance and Decrees issued in regard to the credits given for the payment of Customs duties.

Art. 6. The yield of sugars destined for exportation after refining will be regulated as follows:—

Sugar of whatever origin—	Kilogs.	
Below No. 10—		
Pure refined sugar (mélis ou quatre-cassons), and sugar candy	78	For 100 kilogrammes of raw sugar, conformably with the standards indicated opposite.
Refined lumps and stamped sugar (sucre tapé), white	79	
From No. 10 to No. 13 exclusively—		
Pure refined sugar (mélis ou quatre-cassons), and sugar candy	80	
Refined lumps and stamped sugars (sucres tapés), white	81	
From No. 13 to No. 16 inclusively—		
Pure refined sugar (mélis ou quatre-cassons), and sugar candy	83	
Refined lumps and stamped sugars (sucres tapés), white	84	

See Circular transmitted May 31, 1864, No. 954.

The pieces or bastards ("vergeoises"), No. 13, and the superior numbers will be admissible for exportation in discharge of bonds for temporary admission, at the rate of 105 kilogrammes for 100 kilogrammes of raw sugar.

Colonial and foreign sugars will only be admissible for refining for exportation when they have been imported direct by sea from countries out of Europe.

Art. 7. Refined sugars which, after having been placed in warehouse ("entrepôt") under the conditions laid down by Article 5, shall be withdrawn for consumption, will pay the duties attaching to the raw material from which they have been produced, and on the quantities tendered at the time of temporary admission.

Art. 8. If the bonds are not discharged within the period fixed by Article 5 of this Law, the Treasury will sue for, immediately, besides the recovery of the duty on entry, the payment of interest on this duty, at the rate of 5 per cent. per annum, and this commencing from the expiration of the said period.

Every attempt, having for object the admission for exportation or deposit in warehouse, as mentioned in Article 5, of sugars not having the declared weight, or the degree of purity or whiteness, prescribed by the regulations on that subject, will be punished, in the first instance, with a fine equal to double the duty on the deficiency; and in the second case, with a fine of 10 francs per 100 kilogrammes. The goods may be detained as a guarantee for the fine and expenses.

Art. 9. The return of duties on the exportation of refined sugar, when the payment of these duties will be justified by means of acquittances ("quittances"), anterior to the promulgation of this Law, and having only four months' date, will be effected on the basis of the Tariff, and according to the yields determined by the previous laws.

Refined indigenous sugars, not freed from duty, remaining on hand in the refining manufactories, or in course of refining at the time the present Law comes into operation, will pay the duty of 47 francs per 100 kilogrammes, décimes included.

Deliberated on in public Assembly, at Paris, April 19, 1864.

The President,
(Signed) DUKE DE MORNY.

The Secretaries,
(Signed) Count JOACHIM MURAT.
H. BUSSON-BILLAULT.
Count LE PELETIER D'AUNAY.
SEVERIN ABBATUCCI.

Extract from Procès-Verbal of Senate.

The Senate is not opposed to the promulgation of the Law relative to the regulations affecting sugars.

Deliberated and voted in Sitting, at the Palace of the Senate, May 3, 1864.

The President,
(Signed) TROPLONG.

The Secretaries,
(Signed) COUNT DE BEARN.
A. LE ROI DE SAINT-ARNAUD.
Baron T. DE LACROSSE.

Seen and sealed with the seal of the Senate:
The Senator Secretary,
(Signed) Baron T. DE LACROSSE.

Be it ordered and decreed, that these presents, invested with the Seal of State, and inserted in the Bulletin of Laws, be addressed to the Courts, the Tribunals, and the Administrative Authorities, in order that they shall inscribe them in their registers, observe them and cause them to be observed; and our Minister Secretary of State to the Department of Justice is charged with superintending the publication.

Done at the Palace of the Tuileries, May 7, 1864.

By the Emperor: (Signed) NAPOLEON.
The Minister of State,
(Signed) E. ROUHER.

Examined and sealed with the great seal,
The Keeper of the Seals, Minister Secretary of State
to the Department of Justice,
(Signed) J. BAROCHE,

Conformable to the original:
The Counsellor of State, Director-General of Customs
and of Indirect Taxation,
(Signed) BARBIER.

Circulaire du 31 Mai, 1864, No. 954.

Paris, le 31 Mai, 1864.

DIRECTION GENERALE DES DOUANES et des CONTRIBUTIONS INDIRECTES.

1re DIVISION.

2e BUREAU.

Sucres.

Loi du 7 Mai, 1864.

Circulaire No. 954.

Une loi, promulguée le 7 de ce mois,* modifie, à dater du 15 Juin prochain, le régime des sucres.

Aux termes de l'Article I, le droit de 42 francs par 100 kilogrammes est maintenu à l'égard des sucres au-dessous du No. 13 de la série des types de Paris. A partir du No. 13 jusqu'au No. 20 inclusivement, la taxe sera de 44 francs. Les poudres au-dessus du No. 20 demeurent assimilées aux raffinés; mais le droit est abaissé à 45 francs pour celles des colonies Françaises ou des fabriques indigènes. Les raffinés des mêmes origines, en pains ou provenant de pains cassés ou pilés, acquitteront, comme les candis, 47 francs au lieu de 46 francs 20 centimes. Ces divers droits comprennent les décimes.

Le service se reportera au tarif, pour les taxes dont se trouvent passibles les raffinés ou les poudres assimilées aux raffinés importés de l'Angleterre, de la Belgique ou du Royaume d'Italie. Les produits similaires venus de tout autre pays étranger restent prohibés.

Dans la vérification des sucres, on s'abstiendra de former des échantillons communs toutes les fois que cette opération devrait avoir pour résultat de déclasser une partie de la marchandise.

La tarification de mélasses, des sirops, des bonbons, de la casse confite et des confitures, s'établira sur le droit de 42 francs.

Detaxes Coloniales.

Conformément à l'Article 2, les détaxes établies en faveur de sucres des colonies Français de la Réunion et des Antilles seront remplacées par une détaxe uniforme de 5 francs (décimes compris), dont le terme est fixé au 1 Janvier, 1870. La même disposition est applicable aux sucres de la Guyane Française, assimilés jusqu'ici à ceux de nos Antilles, ainsi qu'aux sucres de Sainte Marie de Madagascar, de Mayotte, de Nossi-Bé, de Taïti et de Nouka-Hiva, traités comme ceux de la Réunion.

Il n'y aura pas à se préoccuper, pour l'exécution de la loi nouvelle, de l'époque du départ des navires importateurs. La date de la déclaration déterminera seule le régime à appliquer.

Les sucres qui auraient été placés en entrepôt avant le 15 Juin profiteront comme les autres, si on les déclare ultérieurement pour la consommation, du bénéfice de la détaxe de 5 francs.

La détaxe est acquise aux sucres bruts ou raffinés expédiés directement sur la métropole, de la Réunion ou des Antilles, par navires Français ou étrangers. Pour les autres provenances privilégiées, l'importation sous pavillon étranger n'est pas autorisée.

Surtaxes de transport.

L'Article 3 réduit de 3 à 2 francs par 100 kilogrammes la surtaxe de pavillon afférente aux sucres importés de l'Inde par navires étrangers.

Il ne subsistera donc plus qu'une surtaxe unique de 2 francs (décimes compris), soit pour les arrivages de l'Inde ou des autres pays hors d'Europe par navires étrangers, soit pour les importations d'Europe par terre ou par mer, par bâtiments Français ou par bâtiments étrangers, qu'il s'agisse d'ailleurs de sucre de canne ou de sucre de betterave.

Les sucres étrangers arrivés de contrées hors d'Europe sous pavillon Français demeurent affranchis de toute surtaxe de provenance.

Suppression de l'abonnement.

L'Article 4 supprime la faculté d'abonnement accordé aux fabriques de sucre indigène par la Loi du 23 Mai, 1860. Toutes les fabriques, sans exception, rentreront sous le régime complet de l'exercice à l'ouverture de la campagne 1864-65.

Admission temporaire.

L'Article 5 autorise l'admission temporaire de sucres bruts de toute origine et la substitue au système de drawback actuellement en vigueur.

L'admission temporaire devient obligatoire pour les sucres bruts, indigènes ou exotiques, qu'on voudra se réserver la faculté de réexporter après raffinage dans les conditions déterminées par la nouvelle loi. Elle sera facultative pour les autres, y compris les sucres de nuance supérieure au No. 16 et les sucres importés des pays d'Europe, exclus de toute compensation à la sortie. Elle n'est pas permise à l'égard des sucres raffinés.

Les sucres déclarés sous le régime de l'admission temporaire seront livrés moyennant des obligations cautionnées qui, pour l'action ou les priviléges du Trésor et la responsabilité des comptables, auront tous les caractères des Traites souscrites pour le payement des droits. En cas de faillite ou de suspension de payements, les formes de procéder seront les mêmes.

* Voir la Loi à sa date (7 Mai, 1864).

La somme stipulée sur les obligations devra être acquittée dans le délai de quatre mois au plus tard sans nouveau crédit ni escompte,* soit en numéraire, soit en certificats du service des douanes et des contributions indirectes constatant l'exportation ou la mise en entrepôt d'une quantité de sucre raffiné correspondante à la quantité de sucre brut soumissionnée. Ces obligations, libellées selon la formule dont on trouvera plus loin le modèle sous le No. 1, seront passibles du timbre fixe de 75 centimes.

Quand il s'agira de sucres importés par navires étrangers, le montant de la surtaxe de pavillon sera compris dans l'obligation avec le droit principal. Mais on en fera un décompte distinct dans le cadre disposé à cet effet, en vue de l'application du sixième paragraphe de l'Article 5.

Quand les sucres seront admissibles, au contraire, au bénéfice de la détaxe de 5 francs, le droit sera exprimé déduction faite de cette détaxe. Mais on en constatera aussi le montant dans un décompte spécial pour le cas de mise en entrepôt après raffinage.

La responsabilité des comptables se trouvant étroitement engagée, ils prendront toutes les garanties exigées en matière de crédits. Le montant de leurs remises sera acquitté au moment où les obligations seront souscrites.

Les inspecteurs et les directeurs étendront aux obligations le contrôle qu'ils doivent exercer sur les effets de crédit. On se dispensera cependant de leur soumettre, au préalable, les états trimestriels en usage pour la préparation des Traites.

L'Administration, de son côté, centralisera le mouvement des obligations.

Les receveurs principaux ouvriront un registre de compte ouvert conforme au modèle ci-annexé sous le No. 2, pour y porter à la fois les obligations souscrites à leur caisse et celles qui auront été reçues dans les bureaux particuliers de leur circonscription. C'est par les soins de ces comptables que sera suivi l'apurement des unes et des autres.

Dans les localités où il exista à la fois une recette principale et des recettes de section, c'est entre les mains du receveur principal que les obligations seront souscrites.

Partout ailleurs, le receveur particulier qui aura reçu une obligation la détachera de la souche et la transmettra au receveur principal; celui-ci en accusera réception, et adressera immédiatement à l'Administration, sous le timbre de la 1re division, 2e bureau, un avis du modèle No. 3. Les receveurs principaux enverront aussi sans retard à l'Administration un bulletin du même modèle pour chaque obligation passée dans leur bureau.

Les receveurs particuliers annexeront à la souche les accusés de réception des receveurs principaux (modèle No. 4).

Lorsque les obligations seront apurées par le payement des droits ou par la production des justifications d'exportation ou de mise en entrepôt dont il sera question plus loin, le comptable fera parvenir à l'Administration un avis du modèle No. 5.

D'après le sixième paragraphe de l'Article 5, les raffinés provenant de sucres bruts importés par navires étrangers restent passibles, lors de l'exportation ou de la mise en entrepôt, de la moitié de de la surtaxe de pavillon; pour faciliter les régularisations, ce prélèvement sera opéré, non au bureau de sortie ou de mise en entrepôt, mais à la recette principale où se trouveront déposées les obligations, et au moment même où les justifications y seront représentées. La surtaxe intégrale de 2 francs, exigible sur les quantités livrées à la consommation, sera acquittée avec le droit principal. Le payement total ou partiel de la surtaxe sera mentionné sur le bulletin d'avis du modèle No. 5.

Les éventualités d'exportation et le mécanisme de la surtaxe ne permettent pas d'étendre aux obligations les règles de comptabilité applicables aux effets de crédit. On s'abstiendra donc d'en porter immédiatement le montant en recette, et l'on attendra l'apurement pour passer écriture des sommes qui seront alors effectivement recouvrées. Les remises seules figureront ainsi en recette à la date des obligations.

L'Article 6 détermine les conditions relatives à la sortie des raffinés.

Exportation ou entrée en entrepôt.

Désormais les exportations, au lieu de créer des titres à un remboursement de droits, serviront à apurer les obligations d'importation temporaire. Il ne sera fait, sous ce rapport, aucune distinction entre les sucres indigènes et les sucres exotiques.

Selon les restrictions établies pour le drawback, les imputations de sorties ou de mise en entrepôt ne seront effectuées que sur des sucres bruts ne dépassant pas le No. 16, et, quand il s'agira d'importation, venus directement par mer des pays hors d'Europe. Les obligations afférentes à des sucres au-dessus du No. 16 ou importés des pays d'Europe ne pourront être apurées qu'au moyen du payement des droits.

Il est créé en vue de la sortie un type spécial dont la limite est fixée au No. 10 exclusivement.

Indépendamment des mélis ou quatre-cassons, des candis, des lumps, et des tapes de nuance blanche, aujourd'hui admissibles au drawback, la Loi du 7 Mai classe les vergeoises

* L'admission temporaire constitue par elle-même un véritable crédit. Les anticipations de payement ne donneraient pas ouverture à l'escompte.

du No. 13 et des numéros supérieurs dans la catégorie des sucres susceptibles d'être exportés à la décharge des obligations.*

La quotité des imputations à faire est échelonnée suivant la nuance des sucres bruts soumissionnés et la nature des raffinés exportés ou mis en entrepôt.

Pour libérer une obligation de 100 kilogrammes de sucre brut au-dessous du No. 10, on aura à exporter ou à mettre en entrepôt 78 kilogrammes de mélis ou candis, ou bien 79 kilogrammes de lumps ou tapés. Ces rendements seront de 80 et 81 kilogrammes lorsqu'on les appliquera à des sucres du No. 10 au No. 13 exclusivement; de 83 et 84 kilogrammes pour les sucres du No. 13 au No. 16 inclusivement. Les vergeoises seules donneront ouverture à une imputation uniforme. Quelle que soit la qualité des sucres soumissionnés, pourvu qu'ils ne dépassent pas le No. 16, 100 kilogrammes seront balancés par la sortie de 105 kilogrammes de vergeoises de nuance égale ou supérieure au No. 13. Les vergeoises ne sont pas admissibles en entrepôt à la décharge des obligations.

La transformation du régime du drawback des sucres appelle la révision d'une partie des règles adoptées pour justifier de la sortie ou de la mise en entrepôt des marchandises expédiées maintenant avec réserve de prime.

Quand des raffinés ou des vergeoises de la nature de ceux que désigné l'Article 6 devront êtres exportés, la déclaration de l'expéditeur sera présentée dans l'un des bureaux ouverts aujourd'hui aux opérations de primes sur une formule imprimée du modèle No. 6. Cette déclaration sera revêtue, dans les formes habituelles, des certificats de visite, d'embarquement ou d'exportation.

Si elle a été faite à la douane de sortie définitive, elle rentrera au bureau pour y rester déposée, après visa de l'Inspecteur sédentiaire ou du Sous-Inspecteur, et transcription sur le registre de la formule No. 7.

Le service détachera alors le volant du dit registre et le remettra à l'expéditeur, qui en donnera reçu. Ce volant constituera le titre transmissible pour servir à la décharge des obligations d'admission temporaire. Les cessions en seront constatées au verso sous forme d'endossement.

Si la déclaration a été faite dans un bureau autre que celui de sortie, elle sera transcrite, une fois régularisée, sur le registre No. 8, d'où le service détachera le passavant d'exportation, après l'avoir rempli. Ce passavant accompagnera la marchandise et sera présenté au bureau de sortie. L'expéditeur le complétera, au préalable, dans les cas d'embarquement, par la déclaration supplémentaire dont le cadre figuré au verso. Dès que la mise à bord ou la sortie par terre sera constatée, le passavant rentrera au bureau. Il sera enregistré sur la formule No. 7, et donnera lieu, comme la déclaration dont il a été parlé plus haut, à la délivrance du certificat transmissible.

En ce qui concerne les transports faits sous le régime du transit international, les certificats du modèle No. 7 seront délivrés par le bureau d'expédition lorsque les feuilles d'accompagnement ou les passavants y seront rentrés revêtus des certificats de sortie.

Pour les opérations de mise en entrepôt, on suivra les formes aujourd'hui établies; puis on portera les résultats sur le registre No. 7, d'où le certificat sera détaché et remis au déclarant, qui en disposera au même titre que des certificats d'exportation.

Les raffinés provenant d'admission temporaire pourront être placés dans les entrepôts réels des douanes ou dans les entrepôts de sucres indigènes. La durée légale de l'entrepôt sera la même que pour les autres produits.

Il sera constaté au sommier d'entrepôt que les sucres ainsi emmagasinés proviennent d'admission temporaire.

Les receveurs des bureaux d'exportation ou de mise en entrepôt adresseront à l'Administration, le 2 et le 17 de chaque mois, un relevé des inscriptions faites pendant la quinzaine précédente au registre No. 7 (formule No. 9).

Si, après l'embarquement et la délivrance du certificat No. 7. l'expéditeur demandait à débarquer la marchandise, on pourrait l'y autoriser, à charge par lui de représenter le certificat et de faire placer les sucres en entrepôt réel. La douane annulerait alors le

* Comme l'a expliqué la Circulaire du 28 Juillet, 1833, No. 1,380, le sucre désigné par les lois de douanes sous le nom de "mélis" ou "quatre-cassons" est plus concret, plus cristallisé, plus blanc, que le sucre dit "sucre lumps." Ce dernier était autrefois fabriqué exclusivement en grandes formes. On en fait aujourd'hui beaucoup dans des formes moyennes ou petites. La dimension des pains n'étant plus un élément sûr de reconnaissance, le service doit s'attacher, avant tout, à en apprécier la qualité.

La Circulaire précitée définit les sucres tapés: des sucres raffinés réduits en poudre et qui, après avoir été légèrement humectés, sont tassés dans des moules de petite dimension jusqu'à ce qu'ils aient pris assez de consistance pour former des pains dont on augmente la solidité en les faisant passer à l'étuve.

Selon la même Circulaire, les sucres lumps ou tapés qui, n'étant pas suffisamment purgés de sirop, conservaient une teinte jaunâtre et présentaient des tâches à la surface des pains, étaient exclus de la prime. Ils ne sauraient être admis non plus à la décharge des obligations.

Les vergeoises sont des poudres plus ou moins colorées qui constituent l'un des produits inférieurs du raffinage; leur saveur se rapproche beaucoup de celle des sucres raffinés.

certificat d'exportation et remettrait en échange un certificat d'entrée en entrepôt. Dans l'hypothèse où le bulletin d'exportation aurait déjà figuré sur l'état de quinzaine, formule No. 9, le receveur principal adresserait immédiatement à l'Administration un avis rectificatif.

Lorsque des justifications de sortie ou de constitution d'entrepôt seront représentées au receveur principal détenteur de l'obligation sur laquelle le sousmissionnaire déclarera vouloir les imputer, le comptable examinera d'abord si elle n'est pas antérieure de plus de quatre mois à la date des visa constatant l'exportation ou l'entrée en entrepôt. Après s'être assuré de la régularité et de la validité des pièces produites, il en opérera l'application dans les proportions déterminées, et transmettra en même temps à l'Administration le bulletin d'avis du modèle No. 5.

Dans le cas où un certificat de sortie ou de mise en entrepôt, partiellement appliqué dans un bureau, devrait servir pour le complément dans un autre bureau, il serait retenu au bureau de première application, et le receveur principal en délivrerait un extrait au moyen duquel s'opérerait la régularisation ultérieure. (Modèle No. 10.)

Sorties d'entrepôt.

Suivant l'Article 7, les sucres raffinés qui, après avoir été placés en entrepôt dans les conditions prévues par l'Article 5, seront retirés pour la consommation, acquitteront les droits afférents à la matière brute dont ils proviennent. En pareil cas, comme pour les acquittements directs à la décharge des obligations, il ne sera accordé ni nouveau crédit ni escompte.

Pour que les douanes d'entrepôt puissent appliquer cette disposition, il faudra les mettre en mesure de connaître l'espèce, l'origine et le mode de transport des sucres bruts à la décharge desquels auront été affectés les certificats de la formule No. 7.

Les receveurs principaux qui auront fait l'imputation d'un de ces certificats sur une obligation d'admission temporaire adresseront, le jour même, à leur collègue du bureau d'entrepôt, un avis du modèle No. 11, présentant toutes les indications nécessaires pour la liquidation du droit et, s'il y a lieu, du complément de la surtaxe de pavillon.* Cet avis sera immédiatement annoté et annexé au sommier d'entrepôt.

Il pourra arriver que des sucres placés en entrepôt en soient retirés pour la consommation avant l'imputation du certificat No. 7. Dans ce cas accidentel, les raffinés seront livrés moyennant soumission d'acquitter, à la réception des avis du modèle No. 10, les droits et les surtaxes exigibles.

Si des raffinés étaient dirigés de leur entrepôt primitif sur un autre, l'acquit-à-caution reproduirait les indications portées sur les avis d'imputation, et dans l'hypothèse où ces avis ne seraient point encore parvenus, il en annoncerait l'envoi ultérieur, pour qu'il fût procédé dans le nouvel entrepôt, lors de la mise en consommation, comme on eût procédé dans le premier. A l'arrivée des avis d'imputation, la transmission en serait effectuée sans délai.

Fabriques raffineries et fabriques simples.

Les sucres raffinés extraits des fabriques-raffineries pour la consommation acquittent à présent 10 pour cent de plus que les sucres bruts. Le nouveau droit de 47 francs représente également, à quelques centimes près, la moyenne des deux taxes de 42 et 44 francs augmentée du dixième.

Les fabricants-raffineurs qui voudraient vendre pour l'étranger une partie de leurs produits devraient se placer dans les conditions établies par la Loi du 7 Mai, en faisant prendre en charge les quantités de sucre brut destinées à leurs travaux d'exportation.

Ces sucres seraient déclarés sous le régime de l'admission temporaire, de même que dans les fabriques simples ou dans les bureaux d'importation, et les obligations dont ils seraient l'objet s'apureraient comme toutes les autres.

Les raffinés ou les vergeoises enlevés des fabriques-raffineries pour l'exportation ne donneraient lieu qu'à la délivrance d'un passavant de circulation. Ils seraient déclarés, pour la sortie, dans l'un des bureaux désignés à cet effet par les instructions générales, et imputés sur les obligations au vu des certificats No. 7, dans les formes indiquées ci-dessus.

On procéderait de la même manière pour les raffinés dirigés sur un entrepôt.

D'après les règlements actuels, les fabriques-raffineries sont autorisées à recevoir du dehors des sucres de toute origine, libérés d'impôt et, par exception, les sucres imposables expédiés d'une fabrique qui cesse d'être exploitée. A partir du 15 Juin, tous les autres sucres imposables pourront aussi être dirigés sur ces établissements à la condition d'y être placés, dès leur arrivée, sous le régime de l'admission temporaire. Le transport du lieu de départ à la fabrique raffinerie s'effectuera sous la formalité d'un acquit-à-caution précisant la restriction spéciale mise à leur envoie. En pareil cas, le délai de quatre mois fixé pour l'apurement des obligations devra remonter à la date des acquits-à-caution.

* Comme on l'a dit plus haut, la moitié de cette surtaxe aura dû être acquittée au bureau dépositaire de l'obligation, lors de la production du bulletin d'entrée en entrepôt.

Si les fabricants-raffineurs, renonçant à apurer leurs obligations au moyen de certificats d'exportation ou d'entrée en entrepôt, demandaient à se libérer par le payement de l'impôt, le service leur appliquerait la taxe afférente au sucre brut soumissionné.

Pour faire fonctionner simultanément cet ensemble de dispositions, il sera nécessaire de tenir deux comptes distincts dans les fabriques-raffineries qui se réserveront la faculté éventuelle d'exporter.

L'un, sur le portatif général No. 7, comprendra cumulativement les produits destinés à passer à la consommation après raffinage, au droit de 47 francs, qu'ils soient fabriqués dans l'établissement ou venus du dehors, et les sucres placés sous le régime de l'admission temporaire en vue de l'exportation.

L'autre constatera uniquement les mouvements relatifs aux admissions temporaires. Il sera ouvert sur un carnet de nouveau modèle formule No. 12.

Les sucres déclarés en admission temporaire seront repris aux charges imposables sur le portatif général No. 7. Lorsqu'une sortie de raffinés ou de vergeoises s'effectuera avec imputation sur une obligation, elle sera reportée en décharge au même portatif; mais on devra se conformer, pour ces sortes d'opérations, aux bases de conversion posées par la Loi du 7 Mai. On inscrira, par conséquent, en décharge une quantité de sucre brut proportionnelle au produit enlevé de l'établissement, selon la nature de l'un et de l'autre, dans la limite des rendements fixés par l'Article 6.

Sur le carnet No. 12, les inscriptions présenteront séparément chacune des catégories de sucres passibles de droits ou de rendements différents. Les extractions y seront enregistrées en décharge dans la mesure des rendements au moment même de la sortie, de telle sorte que ce carnet concorde toujours, quant aux actes d'admission temporaire, avec le portatif général No. 7. Le service trouvera sa garantie, pour les opérations ultérieures, dans les obligations cautionnées.

Dans les fabriques simples, les décharges seront également données à la date de la sortie des sucres bruts pour lesquels on souscrira des obligations d'admission temporaire.

En dehors des constatations relatives aux opérations d'admission temporaire, tous les produits seront évalués, dans la tenue des comptes, en sucres au-dessous du No. 13

A cet effet, on ajoutera :—

4,762 pour cent au poids des sucres du No. 13 au No. 20 inclusivement;

7,143 pour cent au poids des sucres en poudre au-dessus du No. 20;

11,905 pour cent au poids des sucres raffinés en poudre.

Suivant la règle actuelle, les mélasses épuisées dirigées sur les distilleries ne pourront pas être inscrites en décharge pour plus de 5 pour cent de leur poids.

Au moment des inventaires, les bas produits seront évalués de gré à gré, sauf recours aux experts en cas de contestation.

Apurement des obligations et pénalités.

D'après le premier paragraphe de l'Article 8, si les obligations ne sont pas apurées dans le délai de quatre mois fixé par l'Article 5, le Trésor doit poursuivre immédiatement, outre le recouvrement du droit, le payement des intérêts à raison de 5 pour cent l'an, à partir de l'expiration du dit délai.

Cette prescription se rattache au cinquième paragraphe de l'Article 5. L'intérêt Budgétaire engagé dans le régime des sucres est trop considérable pour qu'on ait voulu s'exposer à altérer les résultats de la Loi du 7 Mai par des prolongations de délai. Il n'en sera donc jamais accordé, alors même que les soumissionnaires croiraient pouvoir exciper de circonstances de force majeure.

Mais, dans la pensée des législateurs, c'est la date des certificats de sortie ou d'admission en entrepôt qui doit servir de base ou calcul des délais. Il faut, dès lors, donner au commerce quelque latitude pour rapporter ces certificats à la recette principale dépositaire des obligations. Dix jours suffiront largement pour les plus longues distances. Cinq jours après l'expiration du délai de quatre mois, le receveur principal enverra un avertissement au soumissionnaire et à sa caution. Si, cinq jours après ce premier sursis, c'est-à-dire, dix jours après l'exigibilité de l'obligation, les engagements ne sont pas remplis, le receveur principal fera signifier contrainte aux deux obligés. Le comptable informera aussitôt l'Administration de l'incident.

Il est bien entendu que la tolérance accordée pour le rapport des certificats ne changera rien aux délais légaux, et que ce sera toujours la date des visa de sortie ou d'entrée en entrepôt qui servira au calcul du terme de quatre mois.

Une fois la contrainte décernée, les obligations ne pourront plus être apurées que par le payement des droits et de l'intérêt. Le receveur principal refusera dès ce moment toute imputation de bulletins de sortie ou de mise en entrepôt.

Le second paragraphe de l'Article 8 détermine les pénalités qui seraient encourues pour déclaration frustratoire sur le poids ou la qualité des raffinés présentés pour

l'exportation ou pour l'entrepôt. On a entendu, en les renfermant dans les limites d'une grande modération, en assurer l'application et concourir par là à la régularité des opérations. Pour les raffinés, le double droit se calculera sur le droit simple de 47 francs; pour les vergeoises, sur celui de 42 francs, et il deviendra exigible même si le déficit était au-dessous de 10 pour cent. Les expéditions de vergeoises reconnues inférieures au No. 13 tomberont sous le coup de l'amende de 10 francs par 100 kilogrammes. Cette amende atteindra également les expéditions de sucres lumps ou tapés qu'on déclarerait comme mélis ou qui n'auraient pas un degré suffisant de pureté pour se classer dans la catégorie des raffinés de nuance blanche.

Dispositions spéciales.

Le 9e et dernier Article formule deux dispositions spéciales.

Selon la première, les détenteurs de quittances antérieures au 15 Juin, et n'ayant pas plus de quatre mois de date, pourront les utiliser pour exporter des sucres raffinés (candis, mélis, lumps, ou tapés) dans les conditions établies par les lois précédentes. On se conformera de tous points aux règles actuelles pour les expéditions qui seront faites sous ce régime transitoire. Mais, quelle que soit la date du dépôt des quittances, elles ne pourront plus être l'objet d'aucune imputation dès que la délivrance en remontera à plus de quatre mois. De même, les quittances délivrées postérieurement au 14 Juin ne serviront plus pour l'exportation.

D'après la seconde disposition, les fabriques-raffineries acquitteront le droit de 47 francs pour les raffinés qu'elles auraient encore en magasin ou en cours de raffinage le 15 Juin prochain.

En terminant, j'appellerai l'attention particulière des chefs de service sur l'importance de la Loi du 7 Mai. Il ne s'agit plus d'un simple changement de tarif. Nous avons à mettre en pratique un système nouveau, d'un intérêt également sérieux pour les finances de l'Etat et pour le commerce. Il est donc essentiel d'en suivre les détails de manière à assurer toute garantie au Trésor, en facilitant autant que possible les opérations des importateurs, des fabricants, et des expéditeurs de sucres. C'est vers ce double but que devront tendre les soins des chefs de tout grade. Je recommande surtout aux inspecteurs de vérifier à époques rapprochées la situation des obligations. Ils s'assureront, notamment, de la parfaite régularité des imputations, et ils rendront compte, dans leurs rapports trimestriels, du résultat de leurs investigations à cet égard.

M. le Ministre de l'Agriculture, du Commerce, et des Travaux Publics a chargé MM. les Commissaires Experts institués près de son Département de préparer les types Nos. 10, 13, 16, 20, et le type spécial aux vergeoises. Il en sera expédié, en temps utile, un nombre suffisant.

Les Directeurs sont priés de porter sans retard la présente circulaire à la connaissance du service et du commerce.

Le Conseiller d'Etat, Directeur-Général des Douanes et des Contributions Indirectes,
(Signé) BARBIER.

Pour ampliation:
L'Administrateur,
(Signé) AMF.

Pour copie remise à M. , qui en surveillera l'exécution.

No. et date de la déclaration:

Obligation reçue le
Echéance du

Principal obligé: M.
Caution: M.

DECOMPTE DES DROITS.

Espèce des Sucres.	Quantités.	Provenances.	Mode de Transport.	Droit.
Total ...		...	...	
Surtaxe . ..	...	...	...	
Total Général ...	...	...	...	
Détaxe	...	...	...	
Somme exigible .	...	...	...	

Détaché et envoyé l'obligation au Receveur principal le

Douanes et Contr. ind.—Admission temporaire des Sucres.—No. 1.

DOUANES ET CONTRIBUTIONS INDIRECTES.—SUCRES.

DIRECTION GENERALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

OBLIGATION du
No.

SUCRES.

Loi du 7 Mai, 1864.

ECHEANCE du

DECOMPTE DES DROITS.

Espèce des Sucres.	Quantités.	Provenances.	Mode de Transport.	Droit.
Total ...		...	...	
Surtaxe	...	...	...	
Total Général ...	...	...	...	
Détaxe	...	...	...	
Somme exigible .	...	...	...	

(1) Biffer l'une ou l'autre des indications, selon le cas.
(2) Ecrire la somme et la quantité en toutes lettres.
(3) Indiquer la nature des sucres et la quantité par catégories, s'il y en a de plusieurs sortes.

Je, soussigné, m'engage, sont la garantie solidaire de M. , également soussigné, à payer le prochain, entre les mains de M. le Receveur Principal (1) des Douanes, des contributions indirectes, à
la somme de (2)

montant des droits exigibles sur (2)

kilogrammes de sucre (3)

, laquelle somme sera acquittée soit en numéraire, soit en certificats réguliers du service des douanes et des contributions indirectes, constatant l'exportation ou la mise en entrepôt d'une quantité de sucre raffiné ou de vergeoise proportionnelle à la quantité de sucre brut qui fait l'objet de la présente obligation.

A , le 186 .

(Timbre à 75 cent.)

N 2

SOMMIER DES OBLIGATIONS.

RESUME DE L'OBLIGATION.

Noms du Principal Obligé et de sa Caution.	Numéro et Date de l'Obligation.	Echéance.	Bureau ou Fabrique où elle a été reçue.	Origine des Sucres.	Mode de Transport.	Quantité de Sucre.					Total.	Décompte des Droits.				
						Au-dessous du No. 10.	Du No. 10 au No. 13 exclusivement.	Du No. 13 au No. 16 inclusivement.	Au-dessus du No. 16 au No. 20 inclusivement.	Au-dessus du No. 20.		Droit.	Surtaxe de Transport.	Total.	Détaxe Coloniale.	Somme exigible.
Report pour ordre des quantités régularisées																
Balance																

REGULARISATIONS.

Numéro et Date des Certificats d'Exportation ou de mise en Entrepôt.*	Bureau d'où ils émanent.	Quantités Exportées ou Mises en Entrepôt.				Conversion en Sucres Bruts et application aux Produits.					Quantités Acquittées.					Sommes Acquittées.			Numéro et Date des Quittances d'Acquittements Effectifs.	
		Candis.	Mélis.	Lumps ou Tapés.	Vergeoises du No. 13 ou plus.	Au-dessous du No. 10.	Du No. 10 au No. 13 exclusivement.	Du No. 13 au No. 16 inclusivement.			Au-dessous du No. 10.	Du No. 10 au No. 13 exclusivement.	Du No. 13 au No. 16 inclusivement.	Au-dessus du No. 16 au No. 20 inclusivement.	Au-dessus du No. 20.	Pour Droit.	Pour Surtaxe.	Pour demi-Surtaxe.		
Report, après conversion en brut, des quantités exportées ou entreposées																				
Total																				

* La date à inscrire ici est celle des attestations constatant ou l'embarquement, ou la sortie par terre, ou l'entrée effective en entrepôt.

DIRECTION GENERALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

Direction d

SUCRES.

Bureau ou Fabrique d

AVIS D'OBLIGATION.

No. de l'obligation.

Obligation du
Échéance du
Principalité désignée pour le payement :
Principal obligé : M.
Caution : M.
Provenance des sucres :
Mode de transport :

Quantité de sucre	Au-dessous du No. 10	
	Du No. 10 au No. 13 exclusivement	
	Du No. 13 au No. 16 inclusivement	
	Au-dessus du No. 16 au No. 20 inclusivement	
	Au-dessus du No. 20	
	Total	
Droit		
Surtaxe de transport		
	Total	
Détaxe Coloniale		
	Somme exigible	

A , le

Douanes et Contributions indirectes.—Admission temporaire des sucres.—No. 3.

RÉCÉPISSE DES OBLIGATIONS.

SUCRES.

(Loi du 7 Mai, 1864.)

Obligation du
Arrivée le
Principal obligée, M.
Caution, M.
Quantité de sucres soumissionnée :
Somme exigible :

Accusé réception le

DOUANES ET CONTRIBUTIONS INDIRECTES.—SUCRES.

SUCRES.

(Loi du 7 Mai, 1864.)

Le Receveur Principal soussigné déclare avoir reçu aujourd'hui de M. le Receveur à
l'obligation d'admission temporaire souscrite le par MM.
pour kilog. de sucres passibles d'un droit de
A , le , 186 .

No. 4.

SUCRES.

(Loi du 7 Mai, 1864.)

Obligation du
Arrivée le
Principal obligé, M.
Caution, M.
Quantité de sucres soumissionnée :
Somme exigible :

Accusé réception le

SUCRES.

(Loi du 7 Mai, 1864.)

Le Receveur Principal soussigné déclare avoir reçu aujourd'hui de M. le Receveur à
l'obligation d'admission temporaire souscrite le par MM.
pour kilog. de sucres passibles d'un droit de
A , le , 186 .

No. 4.

Douanes et Contrib. indir.—Admission temporaire des sucres.—No. 4.

DIRECTION GÉNÉRALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

DIRECTION d

PRINCIPALITÉ d

SUCRES.

(Loi du 7 Mai, 1864.)

AVIS D'APUREMENT.

IMPUTATIONS SUR L'OBLIGATION No.

Reçue à le 186 .

Certificats d'exportation ou d'entrée en entrepôt (1).

Numéros et dates des certificats :
Bureau d'où ils émanent :
Date des attestations (2) { D'embarquement : / De sortie par terre : / D'entrée en entrepôt :
Quantités de .. { Candis .. .. / Mélis .. .. / Lumps ou tapés .. / Vergeoises (3) ..
Quantités ramenées au brut (4) et imputées sur les sucres :
Au-dessous du No. 10 .. ..
Du No. 10 au No. 13 exclusivement ..
Du No. 13 au No. 16 inclusivement ..
Total .. .. ..

Quittance d'acquittement.

Numéro :
Date :
Quantités acquittées { Au-dessous du No. 10 . .. / Du No. 10 au No. 13 exclusivement / Du No. 13 au No. 16 inclusivement / Au-dessus du No. 16 jusqu'au No. 20 inclusivement . .. / Au-dessus du No. 20 .. ..
Total .. .. ..
Somme payée pour :
Droit .. ..
Surtaxe ou demi-surtaxe .. ..
Total .. .. ..

A , le , 186 .

(1) Biffer une des indications, selon le cas.
(2) Biffer deux des indications, selon le cas.
(3) Comme l'indique la Circulaire No. 954, les vergeoises ne sont pas admissibles en entrepôt à la décharge des obligations.
(4) Conformément aux rendements fixés par l'Article 6 de la Loi du 7 Mai, 1864.

Douanes et Contributions indirectes.—Admission temporaire des Sucres.—No. 5.

DIRECTION GENERALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

No. DU PRESENT. —
No. DU BULLETIN d'exportation ou D'ENTREE en entrepôt.

DIRECTION d —
BUREAU d

SUCRES.

(Loi du 7 Mai, 1864.)

DECLARATION d (1)

Nous Soussignés
demeurant à déclarons vouloir :
(2) embarquer sur le navire Capitaine
allant à (2) exporter à destination
d par le bureau d
(2) faire entrer en entrepôt pour être imputés à la décharge d'obligation d'admission temporaire, sous les conditions déterminées par la Loi du 7 Mai, 1864, les sucres spécifiés ci-apres :—

(1) D'exportation ou de mise en entrepôt, selon le cas.
(2) Biffer deux des formules, selon qu'il y a lieu.

BON à expédier après visite.
A le 186 .

Détail par Colis.						(3)
Marques.	Numeros.	Poids brut.	Tare.	Poids net.	Espèce des Sucres.	

(3) Indiquer en toutes lettres le nombre de colis et le poids net de chaque espèce des sucres qui devront être désignés, selon le cas, comme il suit :—
Mélis ou quatre-cassons, entièrement épuré ou blanchi ;
Candi sec et transparent ;
Lumps de nuance blanche ;
Tapé de nuance blanche ;
Vergeoise du No. 13 *ou au-dessus (pour l'exportation* seulement).

A , le 186 .

Douanes et Contributions indirectes.—Admission temporaire des Sucres.—No. 6.

RESULTAT DE LA VISITE.

Vérificateur, M.

Préposés du service actif, {

Détail par Colis.						(3)
Marques.	Numeros.	Poids brut.	Tare.	Poids net.	Espèce des Sucres.	

DOUANES MARITIMES.

Vu conduire devant le bord

A , le 186 .

Vu embarquer les colis désignés d'autre part (4).

A , le 186 .

Vu:

(4) Si l'embarquement n'est que partiel, indiquer le nombre et les numéros des colis embarqués.

DOUANES DES FRONTIERES DE TERRE.

Certificat de Sortie.

Nous Soussignés
certifions avoir conduit jusqu'à l'extrême frontière et vu passer à l'étranger les marchandises portées au présent.
A , le 186 .

Entrepôts.

Vu conduire dans le magasin (5)

les colis de marchandises désignées d'autre part.
A , le 186 .
Vu:

(5) Indiquer le magasin, le nombre et les numéros si l'entre n'est que partielle.

NUMERO D'ORDRE:

Numéro et date de l'expédition. { Déclaration d'exportation .. / Passavant d'exportation .. / Déclaration d'entrée en entrepôt

Nom du déclarant .. ..
Nombre de colis .. ..
Poids brut total .. ..
Poids net total .. ..

RESULTAT DE LA VISITE.

	Kil.
Candi sec et transparent	
Mélis entièrement épuré ou blanchi ..	
Lumps de nuance blanche	
Tapé de nuance blanche	
Vergeoise, du No. 13 ou au-dessus ..	

Point de sortie .. ..
Destination .. .. ..
Navire exportateur .. ..
Date du Certificat { D'embarquement ou de sortie: / D'entrée en entrepôt:

(*Signature de l'employé.*)

Je Soussigné déclare avoir reçu le certificat détaché de la présente souche.

Douanes et Contrib. Indir.—Admission temporaire des Sucres.—No. 7.

DOUANES ET CONTRIBUTIONS INDIRECTES.—SUCRES.

DIRECTION GENERALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

DIRECTION d BUREAU d

SUCRES.

No. (Loi du 7 Mai, 1864.)

CERTIFICAT d (1)

Le Receveur Principal soussigné déclare, vu les justifications produites, que M. a (2) le , les quantités de sucres raffinés ci-après désignées et destinées à servir à la régularisation d'obligations d'admission temporaire.

Quantités en toutes Lettres par Espèces.	Rappel en Chiffres.				
	Candi.	Mélis.	Lumps.	Tapé.	Vergeoi s

A , le 186

(1) D'exportation ou d'entrée en entrepôt.
(2) { Exporté. / Placé en entrepôt.

No. 7.

Transféré à M.
A , le 186

DECLARATION D'IMPUTATION.

Je déclare de déposer le présent Bulletin au Bureau d pour servir à la décharge de sucres No. portés sur l'obligation d'admission temporaire que j'ai souscrite le 186 , à sous le No.

A , le 186 .

DECLARATION D'EXPORTATION.

Enregistrée le 186 ,
Sous le No. .

Nom du déclarant: M.
Nombre de colis :
Poids brut total :
Poids net total :

DETAIL.

	Kil. net.
Candi, sec et transparent ..	
Mélis entièrement épuré ou blanchi	
Lumps, de nuance blanche..	
Tapé, de nuance blanche ..	
Vergeoise du No. 13 ou au-dessus	

Vérificateur : M.

RESULTAT DE LA VISITE.

Point de sortie :
Destination :

Douanes et Contributions indirectes.—
Admission temporaire des Sucres.
No. 8.

DOUANES ET CONTRIBUTIONS INDIRECTES. SUCRES.

DIRECTION GENERALE
DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

d Direction . . . . . Bureau d
No.

Détail par Colis.

Marques et Numéros.	Poids Brut.	Poids Net.	Espèce des Sucres.

SUCRES.
(Loi du 7 Mai, 1864.)

Timbre à 5 cent.

PASSAVANT D'EXPORTATION.

M. demeurant
est autorisé à exporter, sous les conditions déterminées par la Loi du 7 Mai, 1864, (1)
du poids brut total de .
et contenant net les quantités de sucre désignées ci-après :—

Quantités en toutes Lettres de chaque Espèce de Sucre.	Poids Net en Chiffres des Candis.	Mélis.	Lumps.	Tapés.	Vergeoises.

Ces sucres, déclarés à destination d sortiront par le Bureau d

A , le , 186 .

(1) Mentionner le nombre et l'espèce des colis.

DOUANES MARITIMES.

Le Soussigné déclare vouloir embarquer les sucs désignés d'autre part sur le navire
Capitaine , allant à

A , le 186 .

Bon à embarquer sur le navire
Capitaine
allant à

Certificat de Reconnaissance.

Nous, Soussignés
au Bureau d
certifions avoir

A , le 186 .

Vu conduire devant le bor

A , le 186 .

Vu embarquer les colis désignés ci-dessus

A , le 186 .

VU: *L* *Inspecteur.*

DOUANES DES FRONTIERES DE TERRE.

Certificat de Reconnaissance.

Nous, Soussignés
au Bureau d
certifions avoir

A , le 186 .

Certificat de Sortie.

Nous, Soussignés certifions avoir conduit jusqu'à l'extrême frontière et vu passer à l'étranger les marchandises portées au présent.

A , le 186

VU

DIRECTION GENERALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

SUCRES.

(Loi du 7 Mai, 1864.)

Direction d

Bureau d

État des Certificats d'Exportation ou d'Entrée en Entrepôt délivrés pendant la Quinzaine du Mois d .

Numéros et Dates des Certificats.	Bureau d'où ils Émanent	Nom des Déclarants.	Date des Attestations		Quantités de Sucres.				
			De sortie ou d'Embarquement.	D'entrée en Entrepôt.	Candis.	Mélis.	Lumps.	Tapés.	Vergeoises.

Douanes et Contributions indirectes.—Admission temporaire des Sucres.—No. 9.

DIRECTION GÉNÉRALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

SUCRES.

(Loi du 7 Mai, 1864.)

Extrait du Certificat délivré le 186 , par le Bureau d
au nom de M. , et transféré à M. pour constater (1)
des quantités de Sucre ci-après spécifiées :

Quantités en toutes Lettres.	Rappel en Chiffres.				
	Candis.	Mélis.	Lumps.	Tapés.	Vergeoises.
Sur ces quantités, il a été imputé à la décharge d'obligations d'admission temporaire ..					
Reste disponible					

A , le 186 .

(1) { L'exportation. / L'entrée en entrepôt.

Douanes et Contributions indirectes.—Admission temporaire des Sucres.—No. 10.

DIRECTION GÉNÉRALE DES DOUANES ET DES CONTRIBUTIONS INDIRECTES.

DIRECTION
d

PRINCIPALITÉ
d

SUCRES.

(Loi du 7 Mai, 1864.)

AVIS
D'IMPUTATION.

Le bulletin du No. délivré à pour constater l'entrée en entrepôt de kilogr. net de sucres raffinés, a été appliqué aujourd'hui à la décharge d'une obligation d'admission temporaire souscrite par M. le sous le No.

L'imputation a porté sur les sucres désignés ci-après :

Kilogr.

Importés des pays hors d'Europe	Coloniaux ..	Par navires Français ..	Au-dessous du No. 13	
			Du No. 13 au No. 16 inclusivement .	
		Par navires Étrangers ..	Au-dessous du No. 13	
			Du No. 13 au No. 16 inclusivement .	
	Étrangers ..	Par navires Français ..	Au-dessous du No. 13	
			Du No. 13 au No. 16 inclusivement .	
		Par navires Étrangers ..	Au-dessous du No. 13	
			Du No. 13 au No. 16 inclusivement .	

Il a été perçu fr. cent. pour la moitié de la surtaxe de pavillon.

A , le 186 .

Le Receveur Principal,

Annoté au sommier d'entrepôt
Fo. No.

Douanes et Contributions indirectes.—Admission temporaire des Sucres.—No. 11.

CARNET pour la Tenue des Comptes des Sucres dans les Fabriques-Raffineries.

CHARGES.									DECHARGES.									
Folio du Compte Général.	Numéro et Date des Obligations.		Quantités Soumissionnées.						Numéro et Date des Laissez-passer.		Quantités Sorties.			Application aux Sucres Bruts.				
			Au-dessous du No. 10.	Du No. 10 au No. 13 exclusivement.	Du No. 13 au No. 16 inclusivement.	Au-dessus du No. 16 jusqu'au No. 20 inclusivement.	Au-dessus du No. 20.				De Candis ou Mélis.	De Lumps ou Tapés.	De Vergoises.	Au-dessous du No. 10.	Du No. 10 au No. 13 exclusivement.	Du No. 13 au No. 16 inclusivement.	Au-dessus du No. 16 jusqu'au No. 20 inclusivement.	Au-dessus du No. 20.

(Translation.)

Circular of May 31, 1864, *No.* 954.

Paris, May 31, 1864.

DIRECTION GENERAL OF CUSTOMS and INDIRECT TAXATION

1st DIVISION. 2nd BUREAU.

Sugars.

Law of May 7, 1864.

Circular. No. 954.

A Law promulgated the 7th of this month modifies, from the 15th of June next, the regulations affecting sugar.

In the terms of Article 1, the duty of 42 francs per 100 kilogrammes is maintained as regards sugars below No. 13 of the series of the Paris standards.

From No. 13 to No. 20, inclusive, the tax will be 44 francs. The sugars in powder above No. 20 remain assimilated to refined; but the duty is reduced to 45 francs for those of the French Colonies or of the home factories. Refined sugars of the same origin in loaves, or produced from broken or crushed loaves, will pay, together with candy, 47 francs, instead of 46 francs 20 centimes. These different duties include décimes.

The Service will refer to the Tariff for the duties under which refined sugar or powdered sugars, assimilated to refined, imported from England, Belgium, or the Kingdom of Italy, may be liable to similar products coming from every other foreign country, remains prohibited.

In the verification of sugars, the Service will abstain from making average samples whenever this operation would have the effect of lowering in classification a part of the merchandize.

The classification of molasses, syrups, bonbons, preserves, and of confectionery, will be fixed by the duty of 42 francs.

Colonial deduction.

Conformably to Art. 2, the deductions of duty established in favour of sugars from the French Colonies of Réunion and the Antilles will be replaced by a uniform deduction of duty of 5 francs (décimes included), which is to terminate January 1, 1870. The same regulation applies to sugars of French Guiana, assimilated hitherto to those of our Antilles, as also to sugars of St. Mary of Madagascar, of Mayotte, of Nossi Bé, of Tahiti, and of Monka-Hiva, treated like those of Réunion.

It will not be necessary to determine, in carrying out the new Law, the period of departure of the importing ships. The date of the declaration will alone determine the regulations to be applied.

Sugars which shall have been deposited in warehouse (entrepôt) before the 15th June, will profit like others, if declared ultimately for consumption, of the benefit of the deduction of duty of 5 francs.

The deduction of duty is acquired for raw or refined sugars forwarded to the mother country from Réunion or the Antilles by French or foreign vessels. As regards the other privileged productions, the importation under a foreign flag is not authorized.

Additional transport tax.

Art. 3 reduces from 3 to 2 francs per 100 kilogrammes the additional tax on the flag attaching to sugars imported from India by foreign vessels. There will remain then only a uniform additional tax of 2 francs (décimes included), whether on imports from India or from other countries out of Europe, by foreign ships, or whether on importations from Europe by land or by sea, by French or foreign vessels, whether the sugar in question be cane or beet-root.

Foreign sugars imported from countries out of Europe under a French flag remain exempt from all extra tax on account of origin.

Suppression of compounding system.

Art. 4 suppresses the power of compounding, accorded to manufactories of indigenous sugar by the Law of May 23, 1860. All the factories, without exception, will again enter under the complete system of supervision (exercice) at the opening of the season 1864-65.

Temporary admission.

Art. 5 authorizes the temporary admission of raw sugars of whatever origin, and substitutes this for the drawback system actually in operation.

Temporary admission becomes compulsory for raw sugars, indigenous or cane (exotiques), when it is wished to reserve the power of re-exporting after refining, under the conditions determined by the new Law. It will be optional for others, including sugars superior in colour to No. 16, and sugars imported from countries in Europe, excluded from all drawback on export. It is not permitted as regards refined sugars.

Sugars entered under the regulations of temporary admission, will be delivered under bonds with sureties, which, as regards the functions or the privileges of the Treasury and the responsibility of the sureties, will have all the characteristics of bills given for the payment of duties. In case of failure or suspension of payment, the forms of proceeding will be the same.

The sum stipulated in the bonds must be discharged within a delay of at most four months without new credit or discount,* either in cash or in certificates from the service of the Customs and indirect taxation, certifying to the exportation, or to the deposit in

* Temporary admission constitutes in itself a real credit. Payments in advance will not entitle to discount.

warehouse (entrepôt), of a quantity of refined sugar corresponding to the quantity of raw sugar tendered. These bonds set forth in the form of which the model will be found further under No. 1, will be liable to the stamp duty of 75 centimes.

When it concerns sugars imported by foreign ships, the amount of the additional tax (surtaxe de pavillon) will be included in the bond with the main duty. But a distinct deduction will be shown in the margin left for this purpose with a view to the application of the 6th paragraph of Art. 5.

When sugars shall be entitled, on the other hand, to the benefit of the deduction in tax of 5 francs, the duty will be shown and deduction made of this "détaxe." But the amount will also be shown, with a special deduction, to meet the case of deposit into warehouse after refining.

The responsibility of those bonds being strictly assured, they will take every guarantee necessary in matters of credit. The amount of their allowance will be discharged the moment the bonds are subscribed.

The Inspectors and Directors will extend to the bonds the control which they should exercise on matters of credit. They will be relieved, however, of having submitted to them, previously, the quarterly accounts in use for the preparation of bills.

The administration, on its part, will centralize the disposition of the bonds.

The principal receivers will open a register of running accounts, according to the specimen annexed, No. 2, for the insertion both of the bonds subscribed at their office, and of those which shall have been received in the special bureaux of their districts. It is by the care of these responsible persons that the discharges of both will be effected.

In the localities where there exists both a receiver's office and district receiving offices, it is through the hands of the principal receiver the bonds must be subscribed.

Everywhere else, the individual receiver who shall have received a bond will detach it from the counterfoil and transmit it to the principal receiver; the latter will acknowledge the receipt and forward immediately to the administration, under the stamp of the 1st division, 2nd Bureau, an advice according to the Specimen No. 3. The principal receivers will also send to the Administration, without delay, a note according to the same specimen for each bond passed in their bureaux.

The individual receivers will annex to the counterfoil the receipts of the principal receivers. (Specimen No. 4.)

When the bonds shall be discharged by the payment of duties, or by the production of warrants of exportation, or by delivery into warehouse (entrepôt) which will be alluded to further on, the person accountable will forward to the administration an advice according to Specimen No. 5.

According to the 6th paragraph of Article 5, refined sugars produced from raw sugars imported in foreign vessels become chargeable at the time of exportation or of delivery into Government stores with the half of the additional tax on the flag; to simplify the regulations this levy will be effected not at the export bureau, or on delivery into the Government store, but at the principal receiving office where the bonds are deposited, and at the same time that the warrants are produced. The entire additional tax of 2 francs due on the quantities delivered for consumption will be paid with the actual duty. The total or partial payment of the additional tax will be mentioned in the bulletin of advice. (Specimen No. 5.)

The possibility of exportation and the system of the additional tax does not allow the rules of responsibility applicable to matters of credit to be extended to bonds. One must abstain, therefore, in carrying out immediately the amount as received, and one must await the balancing before carrying out the sums which will then be effectually recovered. The allowances only will thus figure as receipts at the date of the bond.

Art. 6 lays down the conditions relative to the exportation of refined sugars. Henceforth the exportations instead of creating a title to the repayment of duties, will serve to liquidate the bonds for temporary admission. There will not be under this head any distinction between indigenous and exotic sugars.

Exportation or admission into Government stores ("entrepôt").

According to the restrictions established for drawback the appropriations made for exports or for deliveries into warehouse will only be applicable to raw sugars not exceeding No. 16, and when importation is in question, coming direct by sea from countries out of Europe.

The bonds applying to sugars above No. 16, or imported from countries in Europe, can only be discharged by means of the payment of the duties.

There has been approved for export a special standard, the limit being fixed at No. 10 exclusive.

Independently of pure refined sugar ("mélis ou quatre cassons"), candy, lumps, and white stamped sugar ("tapés de nuance blanche"), now admissible to drawback, the law

of 7th May classes pieces and bastards ("vergeoises") of No. 13, and the numbers superior, in the category of sugars capable of being exported in discharge of bonds.*

The total appropriations to be made (in discharge) is graduated according to the colour of the raw sugar tendered, and the nature of the refined exported, or delivered into Government stores.

To discharge a bond for 100 kilogrammes of raw sugar below No. 10, there must be exported or placed in the warehouse (entrepôt) 78 kilogrammes of pure refined sugar (mélis) or candy, or 79 kilogrammes of lumps or stamped sugar (tapés). These yields will be from 80 to 81 kilogrammes when they apply to sugars No. 10 to No. 13 exclusively; from 83 to 84 kilogrammes for sugars No. 13 to No. 16 inclusive. The pieces or bastards ("vergeoises") alone will give occasion for a uniform appropriation. Whatever the quality of the sugar tendered, provided they are not superior to No. 16, 100 kilogrammes will be balanced by the export of 105 kilogrammes of pieces or bastards ("vergeoises") in colour equal or superior to No. 13. Pieces or bastards are not admissible in the warehouse (entrepôt) in discharge of bonds.

The alteration of the system of drawback on sugars necessitates the revision of some of the rules adopted to justify the exportation or deposit in warehouse of merchandize now delivered with limitation of bounty.

When refined sugars or pieces and bastards ("vergeoises") similar to those mentioned in Article 6, are to be exported, the declaration of the exporter shall be presented in one of the bureaux open at the present time for transactions of drawback on a printed form. (See Specimen No. 6.) This declaration will receive in the usual way the certificate of visit, of shipment, or of export.

If the export is completely effected, it will be returned to be deposited at the bureau, after examination by the resident inspector or sub-inspector, and being inscribed on the register as shown in Form 7.

The Service will then detach the loose leaf from the register and remit it to the exporter, who will give his receipt. This loose Form will constitute a conveyable authority serving to discharge the bonds for temporary admission.

The delivery of this will be noted on the back in the form of an endorsement.

If the declaration has been made in a bureau other than an export bureau it will be transcribed to the register No. 8, after being put in order, from which the service will detach the permit for exportation after having filled it up. This permit will accompany the merchandize and will be presented at the export office. The exporter will complete it, previously in the case of shipment by the supplementary declaration the outline of which is shown on the back. As soon as the shipment or export by land shall be certified to, the permit must be returned to the bureau. It will be entered on Form No. 7, and will lead to the delivery of the transmissible certificate, in like manner as the declaration above spoken of.

As regards the removals effected under the system of "international transit," certificates of Specimen 7 will be delivered from the export bureau when the passes or permits shall be returned giving the certificates of export.

As regards goods deposited in warehouse the forms now existing must be followed, after which the results must be noted in the Register No. 7, from which the certificate will be detached and given to the declarer, who will dispose of it in the same way as the certificates of export.

Refined sugars proceeding from temporary admission may be placed in the Custom-house warehouses or in the warehouses for home-grown sugars. The legal continuance in warehouse shall be the same as for all other productions.

It will be noted in the warehouse accounts that the sugars thus warehoused proceed from temporary admission.

The receivers of the bureaux for export or deposit of sugar in warehouse will forward to the Administration on the 2nd and 17th of each month a list of the entries made in Register No. 7 during the preceding fortnight (Specimen No. 9.)

* As is explained in Circular of July 28, 1833, No. 1,380, sugar designated in the Customs Laws by the term "mélis" or "quatre cassons" is more concrete, more crystallized, and whiter than the sugar called "lumps." This last was formerly made exclusively in large moulds. A good deal is made in the present day in middling sized or small moulds. The size of the loaves being no longer a sure element of recognition, the service must take care to pay attention to the quality.

The preceding Circular thus defines "sucres tapés," refined sugars reduced in powder, and which after having been slightly moistened, are filled into small sized moulds until they become consistent enough to form loaves, the solidity of which is increased by being passed through the stove.

According to the same Circular, lump sugars or "tapés" which, not being sufficiently freed of syrup, retain a yellowish hue and present stains on the surface of the loaves, were excluded from drawback. They should neither be admitted in discharge of bonds.

The pieces or bastards ("vergeoises") are sugars in powder, more or less coloured, which constitute one of the inferior products in refining; their taste approaches nearly to that of refined sugars.

If after shipment and the delivery of the Certificate No. 7 the exporter requests to reland the merchandize, it may be allowed, he being bound to return the certificate and to place the sugars in a *boná fide* warehouse. The Customs will then cancel the certificate of export and will remit in exchange a certificate of entry into warehouse.

On the supposition that the export note has already appeared in the fortnightly statement, Form No. 9, the principal receiver will immediately forward to the Administration a corrected advice.

When the vouchers for export or deposit in warehouse shall be produced to the principal receiver, who is the holder of the bond to which the tenderer wishes to have them charged, the person responsible will first examine if it is not dated prior to four months from the date of the certificate of export or deposit in warehouse. After making sure of the regularity and validity of the documents produced, he will do what is needful according to the prescribed forms, transmitting, at the same time, the Note of Advice No. 5 to the Administration.

In the case where a certificate of export or of deposit in warehouse, partially acted on at one bureau, is required to be completed at another bureau, it must be retained in the bureau where first acted on, and the principal receiver will deliver a copy through which the ultimate completion will be effected (Specimen No. 10).

Deliveries from warehouse.

According to Article 7, refined sugars which, after having been deposited in warehouse under the conditions provided for in Article 5, shall be withdrawn for consumption, they will pay the duties attaching to the raw material from which they have been produced. In like manner, as with direct payments in discharge of bonds, there will not he granted either credit or discount.

In order that those at the Customs warehouses may carry out this arrangement, they must be informed of the description, the origin, and the mode of transport of the raw sugars at the discharge of which the certificate in form No. 7 will have been prepared.

The principal receivers who shall have appropriated one of these certificates to a bond for temporary admission, will address the same day to their colleague in the bureau attached to the warehouse an advice according to Form No. 11, giving all the necessary particulars for the liquidation of the duty, and, if necessary, the amount of the surtax on the flag.* This advice will be immediately noted and annexed to the warehouse accounts.

It may occur that sugars deposited in warehouse may be withdrawn for consumption before the appropriation of Certificate No. 7. In this case the refined sugars will be delivered by means of an undertaking to pay the duties and surtaxes chargeable on the receipt of the advice (Form No. 10).

Should the refined sugars be removed from the first selected warehouse to another, the certificate of discharge ("acquit-à-caution") should bear the particulars inserted on the advice of appropriation, and, in the event of the advice not having arrived, he will give notice of the last parcel, in order that the same course should be taken in the new warehouse at the time of entering into consumption as would be taken in the first. On the arrival of the advice of appropriation the transmission should be effected without delay.

Refining factories and factories only.

Refined sugars obtained from the refining factories for consumption pay at present 10 per cent. more than raw sugars. Tho new duty of 47 francs represents impartially within a few centimes the mean of the two duties of 42 and 44 francs augmented by one-tenth.

The manufacturing refiners who wish to sell for export a portion of their produce should place themselves under the regulations established by the Law of the 7th May by delivering into charge the quantities of raw sugar destined to be worked for exportation.

These sugars should be entered under the regulations for temporary admission, as in the simple factories or import bureaux, and the bonds having reference to them will be discharged like all the others.

Refined sugars or pieces and bastards ("vergeoises") removed from refining factories for exportation can only take place with a permit for removal. They should be entered for export at one of the bureaux appointed for that purpose in the general instructions, and charged on the bonds by means of the Certificates No. 7 in the manner indicated thereon.

The same course should be followed for refined sugars removed to a warehouse.

According to the existing regulations the refining factories are authorized to receive

* As has been said previously, the half of this surtax should be paid at the bureau where the bond is deposited, at the time of the production of the warrant of entry into the warehouse.

from abroad sugars of every origin free of tax, and, exceptionally, sugars subject to duty removed from a factory no longer worked. From the 15th of June all other sugars subject to duty may likewise be removed to these establishments, on condition that they are placed from the time of their arrival, under the regulations affecting temporary admission. The removal from the place of departure to the refining factory will take place under the form of a certificate of discharge ("acquit-à-caution"), determining the special restriction governing their conveyance. In like manner, the delay of four months fixed for the discharge of the bonds should commence from the date of the certificates of discharge.

If the manufacturing refiners, renouncing the discharge of their bonds through certificates of export or deposit in warehouse, should desire to be liberated by the payment of the duty, the service should assess them with the duty attaching to the raw sugar tendered.

In order to carry out at the same time these different regulations, it will be necessary to keep two distinct accounts in those refining factories which reserve to themselves the power of eventually exporting.

The first on the General Note, No. 7, will contain a full statement of the products destined to enter into consumption after refining at the duty of 47 francs, whether they be manufactured in the factory, or come from abroad, and the sugars placed under the regulations of temporary admission, with a view to exportation.

The other will show simply the operations relative to temporary admission. It will be recorded on a form according to Specimen No. 12.

Sugars entered for temporary admission will be rceeived with the charges imposable, as shown in the General Note No. 7. When a delivery of refined sugars or of pieces or bastards ("vergeoises") shall take place with an appropriation on the bond, it will be shown in discharge on the same form, but for these sort of operations it will be necessary to conform to the basis of changes laid down in the Law of 7th May. There must be inscribed, consequently, in discharge, a quantity of raw sugar proportional to the products removed from the establishment, according to the nature of both, within the limit of the yields fixed by Article 6.

On the Memorandum No. 12, the inscriptions will show separately each of the classes of sugars under which the duty would be chargeable on the different yields. The sugars produced will be recorded thereon in discharge, according to the proportion of the yields at the time of delivery, so that this Memorandum will always correspond as regards the operations of temporary admission with the General Note No. 7. The service will find its security for subsequent operations in the bonds with sureties ("obligations cautionnées").

In simple factories ("fabriques simples") the discharges will likewise be made at the date of delivery of the raw sugars, for which bonds for temporary admission must be subscribed.

In the absence of actual proof relative to the operations for temporary admission, all the products will be estimated in keeping the accounts, as sugars below No. 13.

To this end there will be added,—

4,762 per cent. to the weight of sugars from No. 13 to No. 20 inclusively;

7,143 per cent. to the weight of sugars in powder above No. 20;

11,905 per cent to the weight of refined sugars in powder.

Following existing regulations exhausted molasses delivered to distilleries can only be entered in discharge to the extent of 5 per cent. of their weight.

At the time of taking stock, the inferior products will be valued by mutual consent, with the option of recourse to an arbitrator in case of disagreements.

Discharge of bonds and penalties.

According to the first paragraph of Article 8, if the bonds are not discharged within the period of four months fixed by Article 5, the Treasury should sue for immediately, besides the repayment of duty, the payment of interest at the rate of 5 per cent. per annum from the time of the expiration of the said period.

This prescription is laid down in the 5th paragraph of Article 5. The fiscal interest concerned in the regulations affecting sugars are too considerable to have warranted an alteration in the dispositions of the Law of 7th May by prolonging the delay.

It will never, therefore, be granted, even though the tenderers believe in the existence of weighty exceptional circumstances.

But in the opinion of the administrators of the Law it is the date of the certificate of export, or of delivery into warehouse, which should serve as the basis from which to calculate the delay.

There must from that time be given to the trade some latitude to deposit these certificates at the principal receiving office for the deposit of bonds; ten days will amply

suffice for the greatest distance. Five days after the expiration of the period of four months, the principal receiver will send a notice to the tenderer and to his surety. If five days after the first reprieve, that is ten days after the bond becomes due, the engagements are not fulfilled, the principal receiver will issue a writ to the two persons bound. The employé concerned will immediately inform the administration of the circumstance.

It is to be well understood that the indulgence granted for the production of the certificates will not affect in any way the legal delay, and that it will always be the date of the certificate of export or of delivery into warehouse which will govern the calculation for the period of four months.

The writ once issued, the bonds can only be discharged by the payment of the duties and interest. The principal receiver will refuse from that moment all appropriations of certificates of export or of deposit into warehouse.

The second paragraph of Article 8 determines the penalties which will be incurred on a false declaration regarding the weight or quality of the refined produce presented for exportation or for the warehouse. It was intended, in reducing them within very moderate limits to ensure the application, and thus further the regularity of the operations. For refined sugars, the double duty will be calculated on the simple duty of 47 francs; for pieces or bastards ("vergeoises") on that of 42 francs; and it will become demandable if the deficiency is below 10 per cent. The deliveries of pieces and bastards ("vergeoises") inferior to No. 13 will be liable to the penalty of 10 francs per 100 kilogrammes. This penalty will apply likewise to deliveries of sugar in lumps, or stamped ("tapés") that shall be entered as pure refined ("mélis"), or which shall not have a sufficient degree of purity to be classed in the category of white refined sugars.

The 9th and last Article prescribes two special regulations. Special regulations.

According to the first, the holders of warrants ("quittances") prior to 15th June, and only having four months' date, may make use of them for the export of refined sugars (candy, lumps, or stamped sugars, "tapés") under the conditions enacted by the preceding Laws.

In every respect the existing rules must be complied with for deliveries which shall take place under this transitory regulation. But whatever may be the date of the deposit of the warrants, they can no longer have applied to them any appropriation when the delivery shall extend beyond four months. In like manner the warrants delivered after the 14th June, will no longer serve for exportation.

According to the second regulation, the refining factories will pay the duty of 47 francs for the refined produce they will still have in stock, or in course of refining, on the 15th June next.

In concluding, I will call the particular attention of the Heads of Departments to the importance of the Law of 7th May. It is not merely a simple change in the Tariff. We have to put into practice a new system, with interests alike of importance to the State finances and the trade.

It is therefore essential to follow the provisions, so that every guarantee may be assured for the Treasury, at the same time facilitating as much as possible the operations of importers, of manufacturers, and of exporters of sugar. It is to this two-fold end that the efforts of the employés of every grade should be directed. I recommend, above all, the Inspectors to verify from time to time the condition of the bonds. They will assure themselves, in particular of the perfect regularity of the appropriations, and they will return an account in their quarterly accounts of the result of their supervision in this respect.

The Minister of Agriculture, of Commerce and of Public Works, has directed the Assessors attached to his Department, to prepare Standards Nos. 10, 13, 16 and 20, and the special standards for pieces or bastards ("vergeoises"). There will be forwarded, at the proper time, a sufficient number.

The Directors are requested to make known this circular without delay, to the Service and Trade.

The Counsellor of State, Director-General of Customs and of Indirect Taxation,

(Signed) BARBIER.

Copy conformable to original:
The Administrator,
(Signed) AME.

Copy remitted to M. , who will superintend the execution.

Number and date of Declaration

Bond received the
Falling due the

Principal Bondsman: Mr.
Surety: Mr.

DEDUCTION OF DUTIES.

Description of Sugars.	Quantities.	Productions.	Mode of Transport.	Duty.
Total ...		F...	...	
Surtax	...	...	...	
General Total ...	...	...	...	
Reduction of tax, détaxe ...	...	...	...	
Sum due ...	...	...	...	

Bond detached and sent to the principal Receiver the

Customs and Indirect Taxation.—Temporary admission of Sugars.—No. 1.

CUSTOMS AND INDIRECT TAXATION.—SUGARS.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXATION.

BOND of

SUGARS.

FALLING DUE the

No.

Law 7 May, 1864.

DEDUCTION OF DUTIES.

Description of Sugars.	Quantities.	Productions.	Mode of Transport.	Duty.
Total ...		...	...	
Surtax ...	...	...	...	
General Total ...	...	...	...	
Reduction of tax, détaxe ...	...	...	...	
Sum due ...	...	...	...	

(1) Strike out one or other of the indications, as the case may be.
(2) Insert the amount and quantity in words at length.
(3) Show the description of sugar, and the quantities in classes, if there are several sorts.

I, the undersigned, engage myself as wholly bound with the security of M. , also undersigned, to pay the next into the hands of M. the Principal Receiver (1) of Customs, the indirect taxes, at the sum of (2)

arising from duties on (2)

kilogrammes of sugar (3)

, which sum will be acquitted, either by payment of money or by regular certificates from the service of the Customs of Indirect Taxation certifying to the exportation or deposit in warehouse of a quantity of refined sugar, or of pieces or bastards ("vergoises"), proportional to the quantity of raw sugar, which is the object of the present bond.

At , the 186 .

Stamp
75 cent.

BOND ACCOUNTS.

ABSTRACT OF BONDS.

Names of Principal Bondsman and his Surety.	Number and Date of Bond.	When falling due.	Bureau or Factory where received.	Origin of Sugars.	Mode of Transport.	Quantity of Sugar.					Total.	Deduction of Duties.				
						Below No. 10.	From No. 10 to No. 13 exclusively.	From No. 13 to No 16 inclusively.	Above No. 16 to No. 20 inclusively.	Above No. 20.		Duty.	Surtax of Transport.	Total.	Colonial Deduction (Détaxe).	Sum due.
Brought over for quantities accounted for																
Balance																

DELIVERIES.

Number and Date of Certificates of Export, or of deposit into Warehouse.*	Bureau from which issuing.	Quantities exported or deposited in Warehouse.				Conversion into Raw Sugars, and application to Products.					Quantities Discharged.					Sums Discharged.			Number and Date of Receipts of Actual Acquittance.	
		Candy.	Pure refined (mélis).	Lumps or stamped (tapés).	Vergoises, No. 13 or above.	Below No. 10.	From No. 10 to No. 13 exclusively.	From No. 13 to No. 16 inclusively.			Below No. 10.	From No. 10 to No. 13 exclusively.	From No. 13 to No. 16 inclusively.	Above No. 16 to No. 20 inclusively.	Above No. 20.	For Duty.	For Surtax.	For half of Surtax.		
Carried over after conversion into raw, of quantities exported or deposited in warehouse ..																				
Total																				

* The date to be inserted is that of the certificates attesting the shipment, or delivery by land, or actual deposit into warehouse.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

DIRECTION of

SUGARS.

NOTICE OF BOND.

OFFICE OR FACTORY of

No. OF THE BOND.

Bond of the
Falling due of the
Chief place appointed for the payment:
Principal bond: M.
Security: M.
Place of production of sugars:
Mode of conveyance:

Quantity of sugar	Below No. 10	
	From No. 10 to No. 13 exclusively	
	From No. 13 to No. 16 inclusively	
	Above No. 16 to No. 20 inclusively	
	Above No. 20	
	Total	
	Duty	
	Surtax on conveyance	
	Total	
	Colonial deduction of tax (détaxe)	
	Sum demandable	

At , the

Customs and Indiret Taxes.—Temporary admission of Sugars.—No. 3.

RECEIPT OF THE BONDS.

SUGARS.

(Law of May 7, 1864.)

Bond of the
Arrived the
Principal bond, M.
Security, M.
Quantity of sugar tendered:
Sum demandable:

Acknowledged receipt the

CUSTOMS AND INDIRECT TAXES.—SUGARS.

SUGARS.

(Law of May 7, 1864.)

The Principal Receiver, whose name is undersigned, declares having received to-day, from the Receiver at the bond of temporary admission, subscribed the by MM. , for kilogs. of sugars, liable to a duty of .

At the 186 .

No. 4.

SUGARS.

(Law of May 7, 1864)

Bond of the
Arrived the
Principal bond, M.
Security, M.
Quantity of sugar tendered:
Sum demandable:

Acknowledged receipt the

SUGARS.

(Law of May 7, 1864.)

The Principal Receiver, whose name is undersigned, declares having received to-day, from the Receiver at , the bond of temporary admission, subscribed the by MM. , for kilogs. of sugars, liable to a duty of .

At the 186 .

No. 4.

Customs and Indirect Taxes.—Temporary admission of Sugars.—No. 4.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

DIRECTION of

PRINCIPAL PLACE of

SUGARS.

(Law of 7th May, 1864.)

ADVICE OF DISCHARGE.

APPROPRIATION IN DISCHARGE OF THE BOND No. .

Received at the 186 .

Certificates of Exportation or of Entry into the Warehouse. (1)

Numbers and dates of Certificates.
Office whence issued.

Date of Attestations (2) { Of being shipped .. .. / Of going out by land .. / Of entry into the warehouse ..

Quantities of { Candy .. .. .. / Pure refined .. .. / Lumps or stamped .. .. / Pieces and bastards (3) ..

Quantities brought to Raw Sugar (4) and appropriated on the Sugars :

Below No. 10 .. .. ..
From No. 10 to No 13 exclusively ..
From No. 13 to No. 16 inclusively ..

Total .. .. ..

Discharge of Payment.

Number.
Date.

Quantities paid off { Below No. 10 .. .. / From No. 10 to No. 13 exclusively / From No. 13 to No. 16 inclusively / Above No. 16 as far as No. 20 inclusively .. .. .. / Above No. 20 .. ..

Total .. .. ..

Sums paid for :

Duty .. ..
Surtax or half surtax .. .. ..

Total .. .. ..

At the 186 .

(1) Cancel one of the indications, according to the case.
(2) Cancel two of the indications, according to the case.
(3) As the Circular No. 954 indicates, pieces or bastards are not admissible in the warehouse in discharge of the bonds.
(4) Conformably to the yields fixed by the 6th Article of the Law of the 7th May, 1864.

Customs and Indirect Taxes.—Temporary admission of Sugar.—No. 5.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

No. OF THE PRESENT.

No. OF THE CERTIFICATE OF EXPORTATION OR OF ENTRY INTO THE WAREHOUSE.

DIRECTION of

OFFICE of

SUGARS.

(Law of 7th May, 1864.)

DECLARATION of (1)

(1) For exportation or deposit in warehouse, according to the case.
(2) Cancel two of the formulas, according as it is required.
Good to dispatch after examination.

At the 186 .

We, the undersigned,
living at declare that we are desirous
(2) to place on board the vessel Captain
going to (2) to export to the destination
of from the office of
(2) bring into the warehouse to be appropriated in discharge of the bond of temporary admission, under the conditions determined by the Law of 7th May, 1864, the sugars specified hereafter.

Detail of Packages.

Marks.	Numbers.	Gross Weight.	Tare.	Net Weight.	Description of Sugars.

(3) Indicate in words at length the number of packages and the net weight of each description of sugar, which must be designated according to the case, as follows :—
Pure refined, entirely purified or whitened.
Candy, dry and transparent.
Lumps, of white colour.
Stamped, white in colour.
Pieces and bastards of No 13 *or above* (*for exportation* only)

(3)

At the 186 .

Customs and Indirect Taxes.—Temporary admission of Sugar.—No. 6.

RESULT OF THE EXAMINATION.

Examiner, M.

Surveyor of Active Service, {

Detail of Packages.

Marks.	Numbers.	Gross Weight.	Tare.	Net Weight.	Description of Sugar.

(3)

MARITIME CUSTOMS.

Seen carried to the ship's side

At , the 186 .

Seen placed on board the packages designated on the other side (4).

At , the 186 .

Seen :

(4) If the shipping is only partial, state the quantity and the numbers of the packages shipped.

CUSTOMS AT THE FRONTIER.

Certificate of the exit by Land.

We the undersigned
certify that we have conveyed as far as the extreme frontier, and that we have seen pass over to the foreign State the merchandise as herein stated.

At , the 186 .

Warehouse

Seen conveyed into the storehouse (5)

the packages of merchandise designated on the other side.

At , the 186 .

Seen :

(5) State the storehouse, the quantity, and the numbers, if the reception is only partial.

No. OF ORDER :

Number and date of despatch { Declaration of the exportation .. ..
Permit of exportation .. .. ..
Declaration of being received in warehouse

Name of the person entering .. ..
Number of the packages .. .. ..
Gross weight, total . .. .
Net weight, total .. ..

RESULT OF THE EXAMINATION.

	Kil.
Candy, dry and transparent	
Refined, entirely purified or whitened	
Lumps, of white colour	
Stamped, of white colour	
Pieces and bastards, from No. 13 or above ..	

Place of exit . .. .
Destination .. ..
Export ship . .. .
Date of Certificate. { Of being shipped, or of exit by land :
Of being placed in the warehouse :

(*Signature of the Officer.*)

I, the Undersigned, declare to have received the certificate detached from this counterfoil.

Customs and Indirect Taxes.—Temporary admission of Sugar.—No. 7.

CUSTOMS AND INDIRECT TAXES.—SUGARS.

DIRECTION GENERAL OF THE CUSTOMS AND INDIRECT TAXES.

DIRECTION of

SUGARS.

OFFICE of

No. (Law of May 7, 1864.)

CERTIFICATE of (1)

The Undersigned, Principal Receiver, declares seeing the vouchers produced, that M. has (2) the , the quantities of refined sugars hereinafter designated, and destined to serve to the settling of the bonds of temporary admission.

Quantities in words at length by the Species.	Abstract in Figures.				
	Candy.	Pure refined.	Lumps.	Stamped.	Pieces and bastards.

At , the 186 .

(1) Of exportation or placing in warehouse
(2) { Exported. Placed in warehouse.

No. 7.

Tranferred to M.

At , the 186 .

DECLARATION OF APPROPRIATION.

I declare that I have deposited this present certificate at the office of to serve for the discharge of sugars, No. , placed on the bond for the temporary admission of sugar, which I have subscribed to, the 186 , at under the No.

At , the 186 .

DECLARATION OF EXPORTATION.

Registered the 186 .
Under No. .

Name of person entering.
Number of packages.
Gross weight—total.
Net weight—total.

DETAIL.

	Kil. net.
Candy, dry and transparent	
Refined, entirely purified, or whitened.. ..	
Lumps, of white colour..	
Stamped, of white colour.	
Pieces or bastards from No. 13or above ..	

Examiner: M.

RESULT OF THE EXAMINATION.

Place of exit.
Destination.

Customs and Indirect Taxes.—Temporary admission of Sugar.—No. 8.

CUSTOMS AND INDIRECT TAXES.—SUGARS.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

of Direction No.

of Office

Detail by Packages.

Marks and Numbers.	Gross Weight.	Net Weight.	Sort of Sugar.	Species of Sugar.

SUGARS.

(Law of 7th May, 1864.)

Stamp at 5 cent.

PERMIT OF EXPORTATION.

M. living at
is authorized to export, under the conditions determined by the Law of 7th May, 1864, (1)
of the total gross weight of
and containing net the quantities of sugar designated hereafter:

Quantity, in words at length of each Sort of Sugar.	Net Weight, in figures.				
	Candy.	Refined.	Lumps.	Stamped.	Pieces or Bastards.

These sugars, declared for the destination of will be sent out through the Office of

At the 186 .

(1) Mention the number and description of the packages.

MARITIME CUSTOMS.

The Undersigned declares that he wishes to ship the sugars designated on the other side on board the ship Captain
going to

At the 186 .

Good to ship on board the vessel
Captain
going to

Certificate of Verification.

We, the undersigned,
at the Office of
certify having

At the 186 .

Seen carried to the ship's side

At the 186 .

Seen shipped the packages designated above.

At the 186 .

SEEN: *Inspector.*

CUSTOMS AT THE FRONTIER.

Certificate of Verification.

We, the undersigned,
at the Office of
certify having

At the 186 .

Certificate of Exit.

We, the undersigned certify having conveyed as far as the extreme frontier, and to have seen pass over to the foreign State, the merchandize placed on this document.

At the 186 .

SEEN

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

SUGARS.

Direction of _____ Office of _____

(Law of May 7th 1864.)

State of the Certificates of Exportation or of Deposit in Warehouse delivered during the fortnight of the Month of .

Numbers and Dates of the Certificates.	Office where they are issued.	Name of Persons Entering.	Date of the Attestations.		Quantities of Sugar.				
			Exit or Shipped.	Being received into Warehouse.	Candy.	Pure refined.	Lumps.	Stamped.	Pieces or Bastards.

Customs and Indirect Taxes.—Temporary admission of sugars.—No. 9.

DIRECTION GENERAL OF CUSTOMS AND INDIRECT TAXES.

SUGARS.

(Law of the 7th May, 1864.)

Extract of Certificate delivered the 186 , from the office of
in the name of Mr. and transferred to Mr. to prove (1)
of the quantities of Sugar specified below :

Quantities in Words at Length.	Abstract in Figures.				
	Candy.	Pure Refined.	Lumps.	Stamped.	Pieces and Bastards.
On these quantities there has been appropriated in charge of the bonds of the temporary admission					
Remainder disposable					

At , the 186 .

(1) { The exportation. / The deposit in warehouse.

Customs and Indirect Taxes.—Temporary admission of Sugars.—No. 10.

DIRECTION GENERAL OF CUSTOMS AND OF INDIRECT TAXES.

DIRECTION of

PRINCIPAL PLACE of

SUGARS.

(Law of 7th May, 1864.)

NOTICE OF APPROPRIATION.

The certificate of the No. delivered to prove the deposit in the warehouse of kilogrammes nett of refined sugars, has been applied to-day in the discharge of a bond for temporary admission, subscribed by M. the under the No.

The appropriation has been placed on the sugar designated hereafter:

				Kilog.
Imported from countries not in Europe	Colonial	By French ships	Below No. 13	..
			From No. 13 to No. 16 inclusively	..
		By Foreign ships	Below No. 13	..
			From No. 13 to No. 16 inclusively	..
	Foreign	By French ships	Below No. 13	..
			From No. 13 to No. 16 inclusively.	
		By Foreign ships	Below No. 13	..
			From No. 13 to No. 16 inclusively	..

There has been received fr. cents. for the half of the surtax on the flag.

At , the 186 .

The Principal Receiver,

Entered in the warehouse account
Fol. No.

Customs and Indirect Taxes.—Temporary admission of Sugars.—No. 11.

Memorandum for Keeping the Accounts of Sugars in the Manufacturing Refineries.

CHARGES.								DISCHARGES.								
Folio of the General Account.	Number and Date of the Bonds.		Quantities tendered.						Number and Date of the Delivery Pass.		Quantities Exported or Delivered.			Applied to Raw Sugars.				
			Below No. 10.	From No. 10 to No. 13 exclusively.	From No. 13 to No. 16 inclusively.	Above No. 16 to No. 20 inclusively.	Above No. 20.				Candy or Pure refined.	Lumps or Stamped.	Bastards and Pieces.	Below No. 10.	From No. 10. to No. 13 exclusively.	From No. 13 to No. 16 inclusively.	Above No. 16 to No. 20 inclusively.	Below No. 20.

No. 17.

Earl Cowley to Lord Stanley.—(*Received April* 5.)

My Lord, *Paris, April* 4, 1867.

I HAVE the honour to inclose herewith to your Lordship, extracted from the "Moniteur" of this day, an Imperial Decree promulgating the Declaration respecting returns of refined sugars, signed on the 28th of November, 1866, by the Representatives of France, Belgium, Great Britain, and Holland.

I have, &c.
(For Earl Cowley),
(Signed) F. O. ADAMS.

Inclosure in No. 17.

Extract from the "Moniteur" of April 4, 1867.

Paris, le 3 *Avril,* 1867.

Décret Impérial portant promulgation de la Déclaration relative au Rendement des Sucres au Raffinage, signée le 20 *Novembre,* 1866, *entre la France, la Belgique, la Grande Bretagne, et les Pays Bas.*

NAPOLEON, par la grâce de Dieu et la volonté nationale, Empereur des Français,
A tous présents et à venir, salut.

Sur le rapport de notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères,

Avons décrété et décrétons ce qui suit :

Article 1. Une Déclaration relative au rendement des sucres au raffinage ayant été signée à Paris, le 20 Novembre, 1866, entre la France, la Belgique, la Grande Bretagne, et les Pays Bas, la dite Déclaration, dont la teneur suit, est approuvée et recevra sa pleine et entière exécution.

Declaration.

[See *ante*, p. 47.]

Art. 2. Notre Ministre Secrétaire d'Etat au Département des Affaires Etrangères est chargé de l'exécution du présent Décret.

Fait à Paris, le 26 Mars, 1867.

(Signé) NAPOLEON.

Par l'Empereur :
Le Ministre des Affaires Etrangères,
(Signé) MOUSTIER.
Vu et scellé du sceau de l'Etat :
Le Garde des Sceaux, Ministre de la Justice
et des Cultes,
(Signé) J. BAROCHE.

(Translation.)

Paris, April 3, 1867.

Imperial Decree giving promulgation to the Declaration relative to the Yield of Sugars in Refining, signed November 20, 1866, *between France, Belgium, Great Britain, and the Netherlands.*

NAPOLEON, by the grace of God and by the national will, Emperor of the French.
To all present and to come, greeting.

On the report of our Minister Secretary of State to the Department of Foreign Affairs,

We have decreed and we decree as follows :

Article 1. A Declaration relative to the yield of sugars in refining having been signed at Paris, the 20th November, 1866, between France, Belgium, Great Britain, and the Netherlands, which the said Declaration, of which the purport follows, is approved, and will receive its full and entire execution.

Declaration.

[See *ante*, p. 48.]

Art. 2. Our Minister Secretary of State to the Department for Foreign Affairs is charged with the execution of the present Decree.

Done at Paris, the 26th March, 1867.

(Signed) NAPOLEON.

By the Emperor:
The Minister of Foreign Affairs
(Signed) MOUSTIER.
Seen and sealed with the seal of State:
The Guardian of the Seals, Minister of Justice,
and of Religion,
(Signed) J. BAROCHE.

No. 18.

Lord Stanley to Earl Cowley.

My Lord, *Foreign Office, April* 18, 1867.

ON examining the mode proposed by the French Government for carrying into operation the new scale of sugar duties, as explained in the papers inclosed in Mr. Fane's despatch of the 8th ultimo, and in your Excellency's despatch of the 30th ultimo, it appears to Her Majesty's Government that that plan will not fulfil the intention of the Convention of the 8th of November, 1864. The reasons for this conclusion are explained in the inclosed Memorandum; and I have to instruct your Excellency to submit the same to the French Government, and to call their early and serious attention to what is stated in it.

I am, &c.
(Signed) STANLEY.

Inclosure in No. 18.

Memorandum on Sugar Duties to be Levied in France after the 1*st of May*, 1867, *in conformity with Article XIII of the Convention of November* 8, 1864.

THE French Government state, on the authority of the Minister of Commerce, M. Forcade, that "as to the amount of duties on importation in France there is no change to be undergone ('à subir'); there would have been room for remodifying them only in case the amount of the yield ('rendements') should have been reduced or augmented; but in adding up the totals of the yields established by the last arrangement, and on comparing them with those which had been fixed by the Convention of the 8th of November, 1864, it will be found that the average of the yields is exactly the same in the two cases."

The retention of all the duties of importation in France at their present rates would, however, appear to be in direct contravention of the principles, if not of the letter, of the Treaty of the 8th of November, 1864.

At the commencement of the Conferences which led to that Treaty, it was declared by the Chairman of the Conferences, M. Barbier, that France was anxious to adopt the English system of duties and drawbacks; and when the terms of the Convention were subsequently drawn up at the Conferences of 1864, it was generally supposed that the system of four classes would be adopted, both for duties and drawbacks, by all the countries represented at the Conference; and, with a view to render its adoption binding, it was stipulated by Article IV that those of the High Contracting Parties which now grant, or shall hereafter grant, an uniform drawback or discharge for duties shall establish an exact correlation between the import duties and the yields fixed in accordance with the preceding Article.

In carrying into operation the stipulations of the Treaty, the French Government having, by the Law of the 7th of May, 1864, established a system of temporary free admission of sugar intended for exportation after refining, considered that the above clause was not binding on them, inasmuch as they did not grant a uniform drawback, or, indeed, any drawback, on any discharge for duties, and they therefore retained the duties

established by the Law of the 7th of May, 1864, for raw sugar, which comprised two rates only of duty:—

	Per 100 kilogrammes. Francs.
Equal to No. 13	42
Equal to or above No. 13, and not equal to No. 20	44

According to the wording of the IVth Article of the Convention it did appear to the Representatives of the other countries that France was acting within the letter of the Treaty, and that there was no ground for appealing against her duties on raw sugar. On the same ground the French Government are even now entitled to retain those rates. But as regards the duty on refined sugar the law is different; and it is especially to this point that the British Government think it of importance to call the attention of the French Government.

The XIIIth Article stipulates that "The import duties on refined sugar in loaf imported from one of the Contracting Countries into another shall not be higher than the drawback granted on the exportation of pure refined sugar. In France the import duty shall be 15 per cent. above the duty on raw sugar of Nos. 15 to 18. This per-centage shall be reduced or increased in inverse proportion to the yield which may be definitively fixed."

This clause or Article was introduced because, as before-stated, in regulating the return of duty it was necessary, in the first place, to come to some general understanding as to the principles on which the duties to be retained were to be fixed. The principle to be generally adopted, and which has been followed by three out of the four Powers, was to take the duty on refined sugar as the basis, and to deduct therefrom the duties on raw sugar in certain proportions. But as it has always been the principle and practice in France to settle the duty on the raw sugar, and to take that as the basis on which to fix the duty on the refined sugar by adding as much, the second paragraph was agreed to as above.

It was really immaterial which way the calculation was made, provided the same proportions were observed.

It had been settled, as laid down in Article No. 1, that raw sugar of Nos. 15 to 18, that is, of the first class, should be considered and rated as containing 87 per cent. of saccharine strength, or of pure sugar. Taking pure sugar as 100, the difference is 13, and 13 is to 87 as 15 is to 100; or, in other words, pure sugar = 100 is 15 per cent. more than first class sugar, which contains only 87 per cent. of pure sugar; consequently, to suit the mode of French calculation, the words of the second paragraph of Article XIII were adopted; and in giving effect to this Article by the Circular issued by the Director-General of the Customs, the duty on refined sugar imported from England, Belgium, and Holland is stated to be, according to Article XIII, 50 francs 60 centimes per 100 kilogrammes, that is:—

	Per 100 kilogrammes. Fr. c.
The duty on sugar No. 15 to 18 being	44 0
15 per cent. thereon (44 × 15 ÷ 100)	6 60
	50 60

By Article I of the Convention the yields ("rendements") were fixed as follows:—

	Francs.	
Nos. 15 to 18	87	
10 to 14	85	
7 to 9	81	
Under 7	76	
	— 329	= 82¼ average.

And Article III stipulated that these figures were to be modified in accordance with the results of the experiments. This modification was settled by the Declaration signed by the four Plenipotentiaries at Paris, as follows:—

	Francs.	
Nos. 15 to 18	94	
10 to 14	88	
7 to 9	80	
Under 7	67	
	— 329	= 82¼ average.

It is true that the total and average of these two sets of figures are the same, but it is equally clear that the XIIIth Article says nothing of the average, but has reference to the figures from Nos. 15 to 18 alone.

The second paragraph of the Article is distinct and clear on this point. The yield

(" rendement ") fixed by Article I for Nos. 15 to 18, namely, 87, has, by the Declaration been definitively established at 94; and having been so increased according to the Treaty, the per-centage (15 per cent.) should be diminished in inverse proportion, that is, 94 deducted from 100 gives a difference of 6, and 6 is about 6·4 per cent. upon 94; consequently the duty upon refined sugar in France should be 44 francs, plus 6·4 per cent., or about 2 francs 81 centimes = 46 francs 81 centimes, while it is at present 50 francs 60 centimes the 100 kilogrammes.

It appears, therefore, clear that, in order to give effect to the stipulation contained in the XIIIth Article of the Convention, it will be necessary that the French Government should reduce the duty on refined sugar imported from the other Contracting Countries to the extent indicated above; and these observations are therefore submitted to the French Government in order to ascertain their views and intentions on the subject.

The practical results of retaining these duties by France would be that, while they relieve the French revenue from the loss entailed by the former system of bounties, they would give the French refiners a monopoly of the home market by enforcing against other countries a duty which must be prohibitory, and which will be proportionally much higher than the duty charged in other countries upon French refined sugar.

No. 19.

Earl Cowley to Lord Stanley.—(*Received June* 5.)

My Lord, *Paris, June* 4, 1867.

I HAVE the honour to transmit herewith a copy of a note which I have received from M. de Moustier, together with a copy of a paper which has been communicated to his Excellency by M. Rouher and M. de Forcade de la Roquette, relative to the objections made by Her Majesty's Government to the mode proposed by the French Government for carrying into operation the new scale of sugar duties.

This answer, your Lordship will observe, is unfavourable to the views of Her Majesty's Government, and it is contended that the Imperial Government have not in any way broken their engagements with the other Powers who signed the Convention of the 8th November, 1864.

I have, &c.
(Signed) COWLEY.

Inclosure 1 in No. 19.

M. de Moustier to Earl Cowley.

M. l'Ambassadeur, *Paris, le* 31 *Mai*, 1867.

EN réponse aux explications précédemment fournies par l'Administration Française relativement à la mise à exécution de la Déclaration du 20 Novembre, 1866, votre Excellence m'a fait l'honneur de me communiquer, le 20 du mois dernier, un mémorandum qui tendrait à établir que le Gouvernement de l'Empereur ne se serait pas entièrement conformé aux dispositions de l'Article XIII de la Convention du 8 Novembre, 1864, sur le régime de sucres.

Ce document a été de la part des Administrations compétentes l'objet d'un examen approfondi dont le résultat se trouve consigné dans une note qui vient de m'être remise par M. le Ministre de l'Agriculture et du Commerce, d'accord avec M. le Ministre d'Etat et des Finances. J'ai l'honneur de communiquer ci-jointe cette note à votre Excellence, et je me plais à espérer que les éclaircissements qu'elle contient permettront au Gouvernement de Sa Majesté Britannique de reconnaître que le Gouvernement de l'Empereur ne s'est écarté en aucune manière des engagements qu'il a pris envers les autres Puissances signataires de la Convention.

Agréez, &c.
(Signé) MOUSTIER.

(Translation.)

M. l'Ambassadeur, *Paris, May* 31, 1867.

IN reply to the explanations previously furnished by the French Administration relative to the execution of the Declaration of the 20th of November, 1866, your Excellency did me the honour to communicate to me, on the 20th ultimo, a Memorandum,

the object of which was to prove that the Government of the Emperor had not entirely conformed to the arrangements of Article XIII of the Convention of the 8th of November, 1864, relative to the system of sugar duties.

That document has formed the subject of a careful examination on the part of the competent Departments, the result of which is contained in a note which has just been transmitted to me by the Minister of Agriculture and Commerce, in concert with the Minister of State and of the Finances. I have the honour to transmit a copy of this note to your Excellency, and I venture to hope that the explanations which it contains will permit the British Government to acknowledge that the Government of the Emperor has in no way departed from the engagements which it contracted towards the other Powers parties to the Convention.

Accept, &c.
(Signed) MOUSTIER.

Inclosure 2 in No. 19.

Memorandum respecting the Application in France of the Convention of November 8, 1864.

LE Mémorandum du Gouvernement Britannique relatif à l'exécution, en France, de la Convention du 8 Novembre, 1864, cherche à établir—

1. Que le maintien des droits actuels sur les sucres bruts serait en désaccord si non avec le texte même, du moins avec l'esprit de la Convention.

2. Qu'en ce qui touche le régime applicable aux sucres raffinés provenant d'un des pays contractants, l'Administration Française ne se serait pas entièrement conformée aux engagements résultant de la Convention.

La première de ces observations repose sur une erreur évidente. L'Article IV de la Convention porte en effet : "Celle des Hautes Parties Contractantes qui accordent ou accorderont un drawback unique ou une décharge de droits établiront une corrélation exacte entre les droits d'entrée et les rendements fixés par l'Article précédent." Or, au moment où cette disposition a été adoptée, quelle était la situation respective des pays contractants ? L'Angleterre accordait un drawback, la Belgique et les Pays-Bas procédaient par voie de décharge de droits. En France, au contraire, le régime de l'admission temporaire avait été substitué à l'ancien système du drawback. Réglé par une loi spéciale dont les dispositions étaient connues des négociateurs, il ne devait être modifié qu'à l'égard des rendements, et c'est précisément parceque la situation de la France, sous ce rapport, n'était pas celle des trois autres pays, que l'Article IV de l'arrangement, au lieu de stipuler sans distinction pour tous les Etats Contractants, disposa uniquement pour ceux qui accorderaient un drawback unique ou une décharge de droits. L'Administration Française s'est donc conformée à l'esprit de l'Article IV, tout comme à son sens littéral.

Sur le second point, la thèse développée dans le mémorandum Anglais s'appuie sur le second paragraphe de l'Article XIII, ainsi conçu :—

"En France, les droits à l'importation seront de 15 pour cent supérieurs au droit sur le sucre brut des Nos. 15 à 18. Ce chiffre sera réduit ou augmenté en raison inverse du rendement qui sera définitivement établi."

De ce texte le mémorandum infère qu'encore bien que la moyenne des rendements fixés par la Convention du 8 Novembre et celle des rendements obtenus à Cologne soient exactement les mêmes, il y a lieu de modifier en France le régime des raffinés, attendu que l'Article XIII ne parle en aucune façon d'une moyenne, tandis qu'au contraire il précise que le droit à établir doit être proportionnel au rendement des sucres des Nos. 15 à 18, lequel, d'abord fixé à 87 pour cent par la Convention du 8 Novembre, a été définitivement porté à 94 pour cent. D'où la conséquence que le droit actuel de 50 francs 60 centimes (44 francs + 15 pour cent = 50 francs 60 centimes) devrait être abaissé à 46 francs 81 centimes (44 francs + 6·4 pour cent = 46 francs 81 centimes).

L'Administration Anglaise paraît avoir donné une interprétation erronée aux dispositions de l'Article XIII de laConvention du 8 Novembre, et les motifs sur lesquels se fonde cette opinion ne sauraient laisser aucun doute à cet égard.

La corrélation qu'on a voulu établir entre les dispositions de l'Article XIII, qui détermine le régime des sucres raffinés importés d'un des Pays Contractants dans l'autre, et les dispositions de l'Article qui fixe les rendements, cette corrélation doit porter sur l'ensemble des sucres raffinés et non sur une catégorie plutôt que sur telle autre. C'est ainsi que la Convention du 8 Novembre a été entendue en Belgique, en Hollande, et même en Angleterre, pays où il existe soit une décharge d'accise, soit un drawback unique.

Ainsi en Belgique, la décharge de l'accise pour 100 kilogrammes de raffiné est de 51 francs 13 centimes, chiffre égal au droit applicable aux sucres raffinés de provenance étrangère.

Ce chiffre de 51 francs 13 centimes, rapproché des droits perçus sur les sucres bruts, dont voici les différents taux, donne les résultats suivants :—

		Fr. c.		Fr. c.		Fr. c.
1ère Catégorie	(Nos. 15 à 18),	droit 48 07.	Restitution,	51 13,	soit en plus	3 06.
2e „	(Nos. 10 à 14),	„ 45 0.	„	51 13,	„	6 13.
3e „	(Nos. 7 à 9),	„ 40 91.	„	51 13,	„	10 22.
4e „	(au-dessous de 7),	„ 34 26.	„	51 13,	„	16 87.

C'est-à-dire, sur l'ensemble des sucres raffinés, une surtaxe de 9 francs 7 centimes.

En Angleterre, le drawback unique est de 29 francs 52 centimes par 100 kilogrammes ; c'est également le droit applicable aux raffinés importés de l'étranger.

Rapproché des droits perçus sur les sucres bruts, dont voici les différentes quotités, le chiffre de 29 francs 52 centimes donne les résultats suivants :—

		Fr. c.		Fr. c.		Fr. c.
1ère Catégorie	(Nos. 15 à 18),	droit 27 85.	Restitution,	29 52,	en plus	1 67.
2e „	(Nos. 10 a 14),	„ 25 96.	„	29 52,	„	3 56.
3e „	(Nos. 7 à 9),	„ 23 89.	„	29 52,	„	5 63.
4e „	(au-dessous de 7)	„ 19 68.	„	29 52,	„	9 84.

C'est-à-dire, sur l'ensemble des raffinés, une surtaxe de 5 francs 17 centimes par 100 kilogrammes.

Cependant, le Memorandum conclurait à ce que la surtaxe afférente aux raffinés de provenance étrangère fût, pour la France, reduite à 2 francs 81 centimes.

Les calculs qui précèdent suffisent à démontrer évidemment que ces conclusions reposent sur des bases erronées.

En fait, l'Article XIII en indiquant que la surtaxe de 15 pour cent serait prise sur le droit applicable aux sucres bruts du No. 15 à 18, a voulu déterminer uniquement la base de la surtaxe. Il se peut, comme l'indique le Mémorandum, qu'à cette époque la surtaxe et le rendement fussent proportionnels l'un à l'autre ; mais c'est là une simple coincidence, et il n'a pu entrer dans la pensée de personne que pour la France seule, la surtaxe destinée à atteindre les sucres de provenance étrangère dût être fixée exclusivement d'après le rendement des sucres de la première catégorie, alors surtout que ces sortes de sucres sont précisément ceux qui entrent le moins dans les opérations du raffinage.

En résumé, la surtaxe sur les sucres raffinés importés en France, loin d'être excessive, est relativement inférieure à celle des autres pays, même de l'Angleterre. En effet, dans ce pays le droit moyen sur les sucres bruts est de 24 francs 34 centimes par 100 kilogrammes, et la surtaxe sur les sucres raffinés de 5 francs 17 centimes, soit 22 pour cent environ supérieure au droit des sucres bruts. En France la surtaxe est de 6 francs 60 centimes, soit 15 pour cent de plus que le droit sur le sucre brut.

Les expériences de raffinage pratiquées à Cologne n'ayant apporté aucun changement au rendement moyen des sucres, tel qu'il résultait des rendements provisoires fixés par la Convention du 8 Novembre, l'Administration Française persiste à penser qu'elle n'a aucune modification à apporter au droit des raffinés de provenance étrangère, et elle ne doute pas qu'à la suite des explications qui précèdent son opinion ne soit partagée par le Gouvernement de Sa Majesté Britannique.

(Translation.)

THE Memorandum of the British Government relative to the execution in France of the Convention of the 8th of November, 1864, seeks to establish :—

1. That the maintenance of the present duties upon raw sugars would be at variance, if not with the letter, at least with the spirit of the Convention.

2. That so far as relates to the system applicable to refined sugars coming from one of the Contracting Countries, the French Administration has not entirely conformed to the engagements resulting from the Convention.

The first of these observations is founded upon an evident error. Article IV of the Convention is to the following effect :—"Those of the High Contracting Parties which now grant, or shall hereafter grant, a uniform drawback or a discharge for duties, shall establish an exact correlation between the import duties and the yields fixed in accordance with the preceding Article."

Now, at the moment when that arrangement was adopted, what was the respective situation of the Contracting Countries ? England granted a drawback, Belgium and the

Netherlands proceeded by way of a discharge for duties. In France, on the contrary, the system of temporary admission had been substituted for the former system of drawback. Regulated by a special law, the provisions of which were known to the negotiators, it did not require to be modified, save with regard to the yields; and it is precisely because the situation of France in this respect was not that of the three other countries that Article IV of the Arrangement, instead of stipulating, without distinction, for all the Contracting States, provided solely for those which should grant a uniform drawback or a discharge for duties. The French Administration has therefore conformed to the spirit of Article IV, just as it has to the literal sense thereof.

On the second point the question argued in the English Memorandum rests upon the second paragraph of Article XIII, which is in these words:—

"In France the import duty shall be 15 per cent. above the duty on raw sugars of Nos. 15 to 18. This per-centage shall be reduced or increased in inverse proportion to the yield which may be definitively fixed."

From these words the Memorandum infers, that notwithstanding the average of the yields fixed by the Convention of the 8th of November, and that of the yields obtained at Cologne, are exactly the same, it is necessary to modify in France the system of refined sugars, because Article XIII does not in any way mention an average, while, on the contrary, it specifies that the duty to be established shall be proportioned to the yield of sugars from Nos. 15 to 18, which, fixed at 87 per cent. by the Convention of the 8th of November, has been definitively raised to 94 per cent. From thence it follows, that the actual duty of 50 francs 60 centimes (44 francs + 15 per cent. = 50 francs 60 centimes). should be reduced to 46 francs 81 centimes (44 francs + 6·4 per cent. = 46 francs 81 centimes).

The English Administration appears to have given an erroneous interpretation to the arrangements of Article XIII of the Convention of the 8th of November, and the reasons upon which this opinion is founded cannot leave any doubt in this respect.

The correlation which it was intended to establish between the arrangements of Article XIII, which determines the system for refined sugars imported from one of the contracting countries into the other, and the arrangements of Article I, which fixes the yields, must bear upon the total of refined sugars, and not upon one class more than upon any other. It is thus that the Convention has been understood in Belgium, in Holland, and even in England, countries in which there exists either a discharge for excise, or a uniform drawback.

Thus, in Belgium, the discharge for excise for 100 kilogrammes of refined, is 51 francs 13 centimes, an amount equal to the duty applicable to refined sugars of foreign origin.

That amount of 51 francs 13 centimes, compared with the duties collected on raw sugars, the different rates of which are stated below, gives the following results:—

	Fr. c.		Fr. c.		Fr. c.
1st Class (Nos. 15 to 18), duty,	48 7.	Repayment,	51 13,	or in excess,	3 6.
2nd „ (Nos. 10 to 14), „	45 0.	„	51 13,	„	6 13.
3rd „ (Nos. 7 to 9), „	40 91.	„	51 13,	„	10 22.
4th „ (below 7), „	34 26.	„	51 13,	„	16 87.

that is to say, on the total of refined sugars, a surtax of 9 francs 7 centimes.

In England, the uniform drawback is 29 francs 52 centimes per 100 kilogrammes; it is equally the duty applicable to refined sugars imported from abroad.

Compared with the duties collected on raw sugars, the different amounts of which are stated below, the amount of 29 francs 52 centimes gives the following resnlts:—

	Fr. c.		Fr. c.		Fr. c.
1st Class (Nos. 15 to 18), duty,	27 85.	Repayment,	29 52,	in excess,	1 67.
2nd „ (Nos. 10 to 14), „	25 96.	„	29 52,	„	3 56.
3rd „ (Nos. 7 to 9), „	23 89.	„	29 52,	„	5 63.
4th „ (below 7), „	19 68.	„	29 52,	„	9 84.

that is to say, on the total of refined sugars a surtax of 5 francs 17 centimes per 100 kilogrammes.

Nevertheless, the Memorandum contends that the surtax attaching to refined sugars of foreign origin should, for France, be reduced to 2 francs 81 centimes.

The preceding calculations suffice to demonstrate evidently that those conclusions rest upon erroneous grounds.

In fact, Article XIII, in directing that the surtax of 15 per cent. should be taken upon the duty applicable to raw sugars of Nos. 15 to 18, had for its object to determine solely the basis of the surtax. It may be, as the Memorandum states, that at that time

the surtax and the yield were proportional to each other; but that was a simple coincidence; and it would not have entered into the thought of any one that for France alone the surtax intended to be applied to sugars of foreign origin should be fixed exclusively according to the yield of sugars of the first class, especially considering that it is precisely those kinds of sugar which enter least into the operation of refinement.

In conclusion, the surtax upon refined sugars imported into France, far from being excessive, is relatively inferior to that of the other countries, even of England. Indeed, in that country the average duty on raw sugars is 24 francs 34 centimes per 100 kilogrammes; and the surtax upon refined sugars 5 francs 17 centimes, or about 22 per cent. above the duty on raw sugars. In France the surtax is 6 francs 60 centimes, or 15 per cent. more than the duty on raw sugar.

The experiments in refining performed at Cologne not having involved any change in the average yield of sugars, as it resulted from the provisional yields fixed by the Convention of the 8th of November, the French Administration persists in thinking that it has no modification to make in the duty on refined sugars of foreign origin, and it doubts not that, after consideration of the preceding explanations, the Government of Her Britannic Majesty will be of the same opinion.

No. 20.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, June* 5, 1867.

I AM directed by Lord Stanley to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, copy of a despatch from Her Majesty's Ambassador at Paris,* inclosing the answer of the French Government to the communication made to them, in consequence of your letter of the 16th of April last, on the subject of the new sugar duties.

As the papers and correspondence on this subject are now being printed to lay before Parliament, and are waiting only for the result of the communications with the French Government, Lord Stanley would be glad to be informed whether the Board of Trade would recommend that the discussion with the French Government relative to their mode of interpreting the Convention of the 8th November, 1864, should be continued.

I am, &c.
(Signed) E. C. EGERTON.

No. 21.

Mr. Herbert to Mr. Egerton.—(Received June 22.)

Office of Committee of Privy Council for Trade,
(Extract.) *Whitehall, June* 21, 1867.

WITH reference to your letter of the 5th instant, transmitting copy of a despatch from Her Majesty's Ambassador at Paris, inclosing the answer of the French Government to the communication made to them in consequence of the letter from this Department of the 16th April last, relative to the new sugar duties, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of a Memorandum which has been received from the Board of Customs on the subject.

In forwarding this communication, my Lords desire me to state that they agree in the view expressed in the Memorandum as to the unsatisfactory nature of the reply of the French Government with regard to the interpretation they have placed on the XIIIth Article of the Convention. Should that interpretation be acquiesced in, the effect will be, as pointed out by Mr. Ogilvie, that English refined sugar will be precluded from entering France so long as the Treaty exists.

Under these circumstances, and with a view of obtaining a more liberal construction of the Article from France, my Lords are of opinion that it would be desirable to forward a copy of the Memorandum inclosed, together with a copy of the letter from this Department of the 16th April, and of the reply of the French Government, to the

* No. 19.

Governments of Holland and Belgium in order to ascertain whether they concur in the construction placed by this country on the XIIIth Article of the Convention.

Should Lord Stanley concur in the propriety of making this communication to the Governments of Holland and Belgium, my Lords would suggest that it would be well to make no further communication on the subject to the French Government until the replies had been received from Holland and Belgium.

Inclosure in No. 21.

Memorandum.

IN the note of the French Government transmitted in the despatch of his Excellency M. de Moustier, dated 31st ultimo, answering the remonstrances of the British Government in relation to the duties on sugar adopted in France under the Convention of the 8th November, 1864, it is observed that the Memorandum of the British Government seeks to establish—"1st. That the maintenance of the existing duties upon raw sugar would be a contravention, if not of the text, at least of the spirit of the Convention."

The French Government must, however, be under a misapprehension on this point, because the British Memorandum, to which that of the French Government is a reply, so far from remonstrating against the maintenance in France of the existing duties upon raw sugar, expressly admits that, "according to the wording of the IVth Article of the Convention, it did appear to the representatives of the other countries that the French were acting within the letter of the Treaty, and that there was no ground for appealing against their duties on raw sugar," and that "so far they are entitled even now to retain those rates." As regards the first point, therefore, Her Majesty's Government do not allege any ground for disputing the validity of the arguments put forward by the French Government.

It is only in regard to the second point alluded to in the note of M. de Moustier—namely, the duty on refined sugar—that the ground of complaint against the course proposed to be adopted by the French Government rests, and on this question Her Majesty's Government cannot admit that the arguments urged by them are based on any misconception of the principle intended to be expressed in Article XIII.

That Article clearly says that the duty on refined sugar imported from one of the contracting countries into France shall be 15 per cent. higher than the duty on the raw sugar Nos. 15 to 18, and it as clearly provides for the diminution or increase of such a per-centage according to the "rendement" or yield definitively established by the experiments. The French Government now argue that the word "rendement" was intended to apply to the average of the results of the experiments, and not to the result of that particular class, and that the duty attaching to refined sugar should be based on the whole of the sugar refined—that is, the whole of the raw sugar.

Now, if such had been the intention, it may be fairly asked why was it not expressly so stated in the Article, either by using the word "rendements" in the plural instead of the singular, or by the words "la moyenne des rendements."

But a reference to the discussion of this subject at the Conferences which were held in Paris in 1864, and upon which the Convention was founded, will, Her Majesty's Government think, prove the soundness of their argument.

At the second sitting on the 16th September, the Article relating to the duty to be levied on refined sugar was proposed in the following words: "refined sugars imported from one of the Contracting Countries into the other shall pay—refined and lumps 15 per cent., and candy 22 per cent. more than raw sugar of Nos. 13 to 16." A discussion ensued, in which it was proposed by one party that the Nos. 10 to 14, representing a medium or average quality, and by another that the Nos. 15 to 16, representing a high quality, should be substituted for 13 to 16. After an exchange of observations, it was proposed by one of the French Commissioners, M. Ozenne, that the Article should stand thus:—

"Refined sugars imported from one of the Contracting Countries into another shall pay—refined and lumps, and white powdered sugar equal ('assimilés') to refined, 15 per cent., and candy 22 per cent. more than the average of the Classes 10 to 14 and 15 to 16."

At a subsequent sitting on the 1st October the discussion of this Article was again opened. It had then been determined that the whole question of duty and drawback should be settled by actual experiments, and it was understood that three out of the four countries would adopt the classification and correlation of duties according to the result of the experiments, but that France would, being exempt from the provisions of Article IV, retain her existing system of duties on raw sugar. Refined sugar was, and is still, generally prohibited to be imported into France except from her own colonies, or from countries with which she had contracted Treaties; the question as to the duties to be levied in France on that quality had therefore to be settled by special arrangement. After much discussion, the proposals of M. Ozenne and the others were rejected, and the Article was drawn up and approved as it stands in the Treaty, with the clear intention of subjecting the duty to be levied in France on refined sugar to the proportional adjustment resulting from the experiments, which the other Contracting Countries were bound to adopt. In deference to the Law, which had so recently been passed by the French Chambers after great discussion and inquiry, the members of the Conference felt precluded from pressing upon the French Commissioners the adoption of the just and literal scale of low duties on low sugars, under which the raw sugars of France would be admitted into the other contracting countries, and therefore were the more impressed with the necessity of endeavouring to obtain for the refiners of their own countries equality in the proportion of duty on refined sugar. It never was contemplated that while other countries should be bound by the exact results of the experiments, France should be at liberty permanently to retain a duty on the refined products of her allies, which it was not even pretended was a proper one, but had been accepted as a compromise between the existing rates and those which might subsequently be proved to be correct by the experiments.

The French note states that the principle of calculating the duty for refined sugar upon "the whole of the sugars refined," that is, according to the average duty on raw sugar, has been understood ("entendue") in Belgium and Holland, and even in England, because the drawback allowed in those countries is equally the duty applicable to the refined sugars imported from a foreign country. The principle upon which the new duties in the above three countries were fixed, was that laid down in the Convention by Article IV, and by the first paragraph of Article XIII, which declares that the import duty on refined sugar shall not be higher than the drawback allowed on the exportation of such sugars, and it was to give effect to this paragraph in regard to France that the second paragraph was drawn up as it stands in the Convention.

The French note also founds a claim to take "the whole of the sugars to be refined," or, in other words, the average duty on raw sugar, as the basis upon which the duty for refined is to be fixed, on the fact that in France, if the duty is to be regulated by the "rendement" or yield of the first class (Nos. 15 to 18) alone, the difference of duty or "surtaxe," as it is termed, between the average duty on raw and the duty on refined will be less than in any of the countries. Such may be the case; but it must be borne in mind that this fact results from the French Administration having, by a system by which they avoid both drawback and discharge of duty, also avoided the necessity of adopting the classified system of duties on raw sugar, and have thus been enabled to impose upon the inferior raw sugars of other countries duties varying but little from that levied on the finest unrefined, thus obtaining protection for their own indigenous and Colonial sugars of fine quality.

In the other three countries the raw sugars of France will be admitted at a varying scale with a considerable range, according to the quality; while in France the sugars of those countries will, under the terms of the Convention, in consequence of the adoption by France of a system which eludes the provisions of Article IV, be subjected to a scale of duties varying only to the extent of 2 francs per 100 kilogrammes, though they may be 50 per cent. below the value of the fine French sugars; and having thus built up a structure of protective and nearly prohibitive duties on the raw sugars of their allies, the French Administration also seek to add to this an amount of difference between the duty on the highest raw and on the refined sugar more than double the difference between such rates levied in any of the other three countries.

Her Majesty's Government therefore cannot admit that the reasons urged by the British Government rest upon an erroneous basis.

June 18, 1867.

No. 22.

Lord Lyons to Lord Stanley.—(Received January 1, 1868.)

My Lord, *Paris, December 31, 1867.*

I HAVE the honour to state to your Lordship that the Baron de Zuylen de Nyevelt, Dutch Minister at this Court, and the Belgian Minister, Baron Beyens, have spoken to me on the subject of the interpretation put by the French Government on the Convention of the 8th of November, 1864, on the sugar duties, and have requested me to support the remonstrances which they have addressed to the French Government.

I do not, however, think it right to take any step in the matter without special instructions from your Lordship.

No. 23.

Mr. Mallet to Mr. Hammond.—(Received January 23.)

Office of Committee of Privy Council for Trade,

(Extract.) *January 22, 1868.*

WITH a view to enable Lord Stanley to renew representations to the Government of France on the subject of the sugar drawbacks, I am directed to submit the observations which are contained in the Memorandum inclosed in this letter.

Inclosure in No. 23.

Memorandum.

THE question in dispute between the French Government on the one hand, and the Governments of Great Britain, Holland, and Belgium on the other, turns upon the construction to be placed upon the 13th Article of the Convention of 1864.

That Article is to the following effect:-

"The import duties on refined sugar in loaf, imported from one of the Contracting Countries into another, shall not be higher than the drawback granted on the exportation of pure refined sugar.

"In France the import duty shall be 15 per cent. above the duty on raw sugar of Nos. 15 to 18. This per-centage shall be reduced or increased in inverse proportion to the yield which may be definitively fixed."

At the time when the Convention was concluded, the duty in France on refined sugar of countries with which she had contracted Treaties was, as it still is, 50 francs 60 centimes per 100 kilos.

This duty is 15 per cent. in excess of that upon raw sugar of Nos. 15 to 18, which is 44 francs per 100 kilos, and corresponded with the yield (*rendement*) then provisionally fixed for that class of raw sugar, viz., 87 per cent., the difference between 87 and 100, viz., 13, being 15 per cent. on the former figure.

The experiments at Cologne proved that the actual yield of this class was 94 per cent. instead of 87 per cent.; and it is contended that in execution of the above recited Article the duty on refined sugar should be so reduced as to bear the same proportion to the duty on Nos. 15 to 18, as 100 kilos of refined sugar to the augmented yield of those raw sugars, viz., 94. This reduction would make it 6·4 per cent. instead of 15 per cent. above the duty on the class of sugars in question, in other words, 46 francs 80 centimes instead of 50 francs 60 centimes; and it is further contended that to maintain the latter rate of duty is to enable the French refiner to work under cover of a protective duty of 3 francs 80 centimes upon foreign refined sugar.

The effect of the present relation between the duty on refined sugar, and that upon the several classes of raw sugar under the amended scale of yields (*rendements*), with reference to which the discharge on exportation is granted, will be seen by a reference to the system of duties and discharges now in force in France, so far as regards foreign sugar, to which alone it is necessary to refer for the purposes of this paper

This is as follows :—

Raw Sugar.			Refined Sugar.			
Classes.	Duty on Importation per 100 kilos.	Yield per 100 kilos.	Discharge on Exportation equivalent to Duty paid by French Refiner, per 100 kilos.	Duty paid on Importation by Foreign Refiner, per 100 kilos.	Surtax on Foreign Refiners, per 100 kilos.	Surtax on French Refiner, per 100 kilos.
	Francs.	Kilos.	Fr. c.	Fr. c.	Fr. c.	Fr. c.
Nos. 15 to 18 ..	44	94	46 81	50 6 0	3 79	..
13 to 14 ..	Id.	88	50 0	Id.	0 60	..
10 to 12 ..	42	88	47 72	Id.	2 88	..
7 to 9 ..	Id.	80	52 50	Id.	..	1 90
Below 7	Id.	67	62 68	Id.	..	12 8

Under the operation of these two scales, the scale of import duties on the one hand, and the scale of discharges on the exportation of refined sugar on the other, it is incontestable that by paying 46 francs 80 centimes of import duties, the French refiner can obtain 106 kilos of raw sugar of Nos. 15 to 18, from which he can extract 100 kilos of refined, that by paying 50 francs he can obtain $113\frac{7}{11}$ kilos of Nos. 13 to 14 raw sugar, from which he can obtain 100 kilos of refined, and that by paying 47 francs 72 centimes, he can obtain $113\frac{13}{21}$ kilos of Nos. 10 to 12, from which he can extract 100 kilos of refined, whereas the British, Dutch, and Belgian refiner would pay 50 francs 60 centimes on importing 100 kilos of his refined sugar into France, in other words, that the French refiner is protected (as before stated), so far as these numbers are concerned, by a differential tax in his favour of 3 francs 80 centimes on the first class, of 60 centimes on the second, and of 2 francs 88 centimes on the third.

This the French Government does not deny, but they contend on the other hand, that if they were to adopt the interpretation placed by the other Powers on the 13th Article, and reduce the duty on their refined sugar, in exact inverse proportion to the increase in the yield fixed for Nos. 15 to 18, or in other words to 46 francs 80 centimes, the French refiner would be placed at a disadvantage as compared with his rivals in respect of his operations upon all the lower numbers of raw sugar, or, as they state, upon about one half of the whole quantity which he refines.

This view will be made more clear by an examination of the following Table :

Kinds of Sugar used.	Yields.	Duties.	Refined Sugars.		
			Duties paid by French Refiner.	Duties paid by Foreign Refiner.	Difference in favour of Foreign Refiner.
		Fr.	Fr. c.	Fr. c.	Fr. c.
Nos. 15 to 18	94	44	46 81	46 81	..
13 to 14	88	44	50 0	Id.	3 19
10 to 12	88	42	47 72	Id.	0 91
7 to 9	80	42	52 50	Id.	5 69
Below No. 7	67	42	62 68	Id.	15 87

According to this Table the French refiner would be overtaxed in respect of all refined sugar made from numbers below 15, in amounts varying from 91 centimes to 15 francs 87 centimes per 100 kilos.

In face of this result the French Government asserts that it never could have been the intention of the Contracting Powers to bring about an arrangement so inequitable, and they point out that, although the experiments at Cologne raised the yield of Nos. 15 to 18 from 87 per cent. to 94 per cent. they at the same time reduced the yields on Nos. 7 to 9 from 81 per cent. to 80 per cent., and on Nos. below 7 from 76 per cent. to 67 per cent. so that the average yield of all the classes of raw sugar remains the same as before ; and that therefore no case such as that contemplated by Article 13 has, in their view, arisen for an alteration in the duty on the refined sugar of the co-signataries of the Convention.

Provisional yields, 1864.			Yields fixed after experiments at Cologne.	
Nos. 15 to 18	87	Average 82¼	94	Average 82¼
10 to 14	85		88	
7 to 9	81		80	
Below 7	76		67	
	329		329	

Leaving on one side for the moment the question whether the terms of the 13th Article can be in any way reconciled with the French construction, it must be observed that the argument of the French Government rests upon a fallacy, and that the practical effect of the system now in force is wholly at variance with the avowed objects of the parties to the Convention of 1864.

It has been seen from the preceding Tables, that if under the operation of the reduced duty on refined sugar which is now sought, viz., 46 francs 80 centimes per 100 kilos, the French refiners would be overtaxed on all numbers below 15 under the operation of the system now in force, they are undertaxed or protected in respect of all the numbers above 9, and that thus, even on the showing of the French Government itself, the inequality caused by the present scale is greater than by the one proposed, but in its practical aspect the case is in reality much stronger than would appear from the preceding Tables.

It is a matter of commercial notoriety, and indeed the inevitable result of the French scale of duties upon raw sugars (which virtually exclude from consumption in France, in the supposed interest of her colonial and indigenous sugars, the lower qualities), that the raw sugars used by the French refiners consist almost entirely of the numbers above 9, so that even if (as stated by the French Government) the proposed reduction would place at a disadvantage the French refiners as regards about one half of the sugars which they refine, the existing scale places at a disadvantage the British, Dutch, and Belgian refiners, as regards nearly the whole of such sugars.

The method pursued by the French Government in this calculation is, therefore, wholly inapplicable to the question under consideration, which is simply to determine whether or not the French refiner is protected by the present scale against his foreign rivals, and which must be decided not by an abstract argument, but by a practical examination of facts.

If the principle of an average could be admitted at all, the point to ascertain with a view to a real, and not merely a nominal, fulfilment of the objects aimed at by the Convention, would be the average yield of the raw sugars actually imported into or produced in France, and this it is believed would be found to be greatly in excess of 82¼ per cent., and to approach more nearly the average of the yields of the numbers from 10 to 18, *i. e.*, 91 per cent.

But it cannot have been forgotten by the French Government that it was precisely the necessity felt by the Conference at Paris in 1864, of insuring an exact correlation in the English system, not between the average of the several import duties and the drawback, but between each of those duties and the drawback, which made it impossible to arrive at an agreement without resorting to the common experiments subsequently made at Cologne.

In the note of the French Government, transmitted in the Foreign Office letter of the 5th June last, much stress is laid on the argument that the surtax on refined sugar, as compared with the average of the duties on raw sugar in England and in Belgium is higher than in France; but the preceding remarks will have shown that this fact in no way affects the question at issue, as it is simply the result of the lower relative amount of the duties on the inferior sugars in those two countries. It is more to the point to observe that while in England the surtax on refined sugar as compared with the duty on Nos. 15 to 18 is only 1·67 and in Belgium only 3·06, it is no less than 6 60 in France.

It must be further remembered that the disadvantage of the French refiner in respect of the numbers below 9 exists only in the French market, and that under the amended scale of yields, he is able to use these sugars for purposes of exportation on a footing of perfect equality.

The preceding remarks have been addressed purposely to the practical and equitable considerations involved in this question rather than to those derived from Treaty right; but it cannot be admitted that the terms of Article XIII are open to any doubt in this respect.

The principle which it was the intention of the Article to assert, is clearly stated in the first paragraph, which stipulates that *the duty on refined sugar in loaf in the four countries shall not be higher than the drawback granted on the exportation of pure refined sugar.*

What was the reason for the special provision made with respect to France in the second paragraph? Clearly, that while on the one hand France was to be entitled, pending the results of the Cologne experiments, to retain the difference then existing between her duty on refined sugar and that on raw sugars 15 to 18, which corresponded with that between 100 kilos of refined sugar and the provisional yield of 87 per cent. for that class, and was equivalent to 15 per cent; the remaining countries should, on the other hand, obtain a guarantee that this provisional arrangement should not permanently exempt her from the obligation of conforming to the principle asserted in the first paragraph of the Article, which lay at the foundation of any effectual arrangement.

How little the Conference of 1864 considered the proportion then provisionally fixed as a proper basis for a permanent settlement is very distinctly shown in the *procès verbaux* of its sittings.

At the second meeting, on the 16th September, the Article relating to the duty to be levied on refined sugar was proposed in the following form:—

"Refined sugar imported from one of the Contracting Countries into another, shall pay: refined and lump, 15 per cent., and candy, 22 per cent. more than raw sugar of Nos. 13 to 16."

A discussion ensued, in which it was proposed by one member, that the numbers 10 to 14, representing an average or medium quality, and by another that the numbers 15 to 16, as representing a high quality, should be substituted for 13 to 16. After an exchange of observations, it was proposed by one of the French Commissioners, M. Ozenne, that the Article should stand thus:—

"Refined sugars imported from one of the Contracting countries into another shall pay; refined and lump, and white powdered sugar, equal ("*assimilés*") to refined, 15 per cent.; and candy, 22 per cent. more than the average of the classes 10 to 14 and 15 to 16."

At a subsequent sitting, on the 1st of October, the discussion of this Article was again opened. It had then been determined that the whole question of duty and drawback should be settled by actual experiments; and it was understood that three out of the four countries would adopt the classification and correlation of duties according to the result of the experiments, but that France would, being exempt from the provisions of Article IV, retain her existing system of duties on raw sugar. Refined sugar was, and is still, generally prohibited to be imported into France except from her own Colonies, or from countries with which she had contracted Treaties. The question as to the duties to be levied in France on that quality had, therefore, to be settled by special arrangement. After much discussion, the proposals of M. Ozenne and others were rejected, and the Article was drawn up and approved as it stands in the Treaty, with the clear intention of subjecting the duty to be levied in France on refined sugar to the proportional adjustment resulting from the experiments which the other Contracting Countries were bound to adopt.

In deference to the law which had so recently been passed by the French Chambers, after great discussion and inquiry, the members of the Conference felt precluded from pressing upon the French Commissioners the adoption of the just and liberal scale of low duties on low sugars, under which the raw sugars of France would be admitted into the other Contracting Countries, and therefore were the more impressed with the necessity of endeavouring to obtain for the refiners of their own countries equality in the proportion of duty on refined sugar.

In conclusion, it is necessary to recall the origin and objects of the negotiations which led to the Convention of 1864.

It must be remembered that the proposals for an international settlement of this question originated with the French Government.

Finding that they were paying under their former system a large annual subsidy to their refiners in the shape of an excessive discharge of duty upon the exportation of refined sugar, and having reason to think that similar abuses existed in England, Holland, and Belgium, the French Government applied to the Governments of those countries to co-operate with them in placing this branch of international trade upon an equitable footing, by withdrawing from this class of producers in such of the countries in question the artificial support which they were supposed to receive from their respective Governments.

It is true that the immediate object of the negotiation was to secure in each

country the effectual suppression of all bounties upon exportation in the shape of excessive drawbacks or discharges. It is also true that this object has been effectually obtained, and that the French Government is entitled to assert, that so far as the export trade is directly concerned, the French refiner can no longer receive a discharge of duty for a larger sum than that which is really due on the raw sugars which he has imported, but it is equally true that the present scale of import duties upon raw sugar in France is so adjusted (and this, be it observed, with the express object of protecting her indigenous and Colonial sugar against the cheaper products of foreign countries), that from nearly the whole of the raw sugars which he refines, he practically obtains a given quantity of refined on payment of a lower duty than that levied on the importation of British, Dutch, and Belgian refined sugar.

The difference has been shown above to be represented by amounts varying from 60 centimes to 3 francs 80 centimes per 100 kilos, according to the class of raw sugar employed.

If this be so, and it is believed that it is incontestable, the most superficial consideration will suffice to show that, if the refiners of one of the four countries are protected in their own markets against foreign competition by an unequal scale of import duties, such a state of things is tantamount in effect to a subsidy paid to them by their own Government, and has precisely the same economical result, and the same effect upon international trade as a system of bounties upon exportation.

It is impossible to admit, that in proposing that this important question should be made the subject of international regulation, the French Government had merely in view to relieve the budget of the Finance Department from an increasing and inconvenient annual charge, and that they intended to retain for their own refiners in an altered form, but with the same substantial results, the very monopoly which they have succeeded in inducing the other Contracting Powers to abandon.

January 1868.

No. 24.

Lord Stanley to Lord Lyons.

(Extract.) *Foreign Office, February* 3, 1868.

IN your Excellency's despatch of the 31st of December last, you state that the Netherlands and Belgian Minister at Paris had spoken to you relative to the interpretation put by the French Government on that part of the Convention of the 8th November, 1864, which regulates the duties to be imposed on refined sugars imported from one of the countries, parties to that Convention into the others.

Your Excellency will perceive, on referring to my despatch to your predecessor of the 18th of April last, that Her Majesty's Government were unable to concur in that interpretation; and I instructed Lord Cowley to deliver to M. de Moustier a Memorandum explaining the grounds on which the opinion of Her Majesty's Government was founded. In reply to the communication made by Lord Cowley, the French Government transmitted to his Excellency a further Memorandum which he sent home in his despatch of the 4th of June last, maintaining the correctness of their own interpretation of the Convention.

The arguments used in that paper, however, still failed to convince Her Majesty's Government of the correctness of the view taken by the French Government; and they have accordingly prepared the inclosed Memorandum which your Excellency will transmit to M. de Moustier. In so doing you will express the hope of Her Majesty's Government that the Government of the Emperor, finding that the other three Powers, parties to the Convention of 1864, are all of opinion that the French system of duties is not in accordance with the stipulations of that Convention, will see fit to yield to their representations on the subject.

I have only to add, with reference to the opening part of the French Memorandum already referred to as having been sent home by Earl Cowley on the 4th of June last, that the French Government are under a misapprehension in supposing that Her Majesty's Government object to their maintaining their actual duties on raw sugars. The single point to which the remonstrances of Her Majesty's Government have been directed is the duty on refined sugar.

No. 25.

Lord Lyons to Lord Stanley.—(Received February 15.)

(Extract.) *Paris, February 14, 1868.*

I HAVE the honour to transmit to your Lordship a copy of a note with which I have transmitted to the French Government a copy of the Memorandum which was inclosed in your Lordship's despatch of the 3rd instant on the question as to the interpretation given by the French Government to the Convention of the 8th November 1864, relative to sugar duties.

Inclosure in No. 25.

Lord Lyons to M. de Moustier.

Sir, *Paris, February 14, 1868.*

WITH a note dated the 31st May last, your Excellency was so good as to communicate to my predecessor, Earl Cowley, a Memorandum drawn up by the Minister of Agriculture and Commerce, in concert with the Minister of State and the Finances, on the mode in which the Convention of the 8th of November, 1864, relative to sugar duties is executed in France.

Her Majesty's Government have carefully considered the arguments contained in that Paper, but still find themselves unable to concur in the correctness of the view taken by the Imperial Government. They have caused their opinion to be stated in a Memorandum of which I have the honour to transmit a copy herewith to your Excellency. In so doing I have the honour to express to your Excellency the hope of Her Majesty's Government, that the Government of the Emperor, finding that the other three Powers, parties to the Convention of 1864, are all of opinion that the French system of duties is not in accordance with the stipulations of that Convention, will see fit to yield to their representations on the subject.

I have, &c.
(Signed) LYONS.

No. 26.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, February 18, 1868.*

I AM directed by Lord Stanley to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 3rd instant, he addressed to Her Majesty's Ambassador at Paris, in consequence of your letter of the 22nd ultimo, a despatch of which I inclose a copy,* on the subject of the duties levied in France on the importation of refined sugar. Lord Stanley has received from Lord Lyons a despatch in reply,† of which also he directs me to transmit to you a copy for their Lordships' information.

I am, &c.
(Signed) E. C. EGERTON.

No. 27.

Mr. Gadesden to Lord Stanley.—(Received March 28.)

My Lord, *56, Leman Street, March 27, 1868.*

I HAVE the honour to inclose with this a Memorial from the sugar refiners, calling your attention to the mode in which the French are construing Article XIII of the Treaty of November 1864, to their own advantage. We have taken it for granted that your Lordship is fully conversant with the grievance we complain of, because we are aware the matter has already had your attention.

The effect produced, however, by their mode of reading this Article, is to raise the

* No. 24. † No. 25.

duty on English refined sugar going into France 3 francs 10 centimes per 100 kilogrammes beyond what it ought to be.

The refiners of France do not deny the advantage they have acquired, as will be seen by the following extract from a statement made by one of their body, as follows:—"Les raffineurs de Londres sont encore plus mal venus à battre en brèche cette législation, consentie par tous les intéressés après mûr examen, et qui d'ailleurs ne fait qu'établir de justes compensations, en ce qui concerne les sucres, aux avantages évidents que le Traité de Commerce avait concédés aux Anglais sur d'autres articles d'importation." We deny that it was intended to grant them any advantages; and certainly it never was intended that the sugar-refining interest should be sacrificed in favour of any other.

I place the matter before you, in the full confidence that it will receive at your Lordship's hands that attention which its gravity merits.

I have, &c.
(Signed) A. W. GADESDEN.

Inclosure in No. 27.

Memorial.

To the Right Hon. Lord Stanley of Bickerstaffe, M.P., Secretary of State for Foreign Affairs.

My Lord,

THE sugar refiners of Great Britain beg to claim your Lordship's attention to the great disadvantages they are now labouring under, in consequence of the mode in which the French Government have construed Article XIII of the Treaty of November 1864. They would urge upon your Lordship that they are entitled to the fair and legitimate construction of the words of the Treaty; and they are convinced that if it were practicable to refer the question to the parties who were present at the time the Articles of the Treaty were drawn, no possible difficulty could arise. They feel persuaded that the Minutes of the Conferences held in Paris would confirm the statement they now make.

The sugar refiners of Great Britain are fully aware that the matter has already had, at your Lordship's hands, much consideration; but they feel, in the present deplorable condition of the trade, pressed as it is by undue foreign competition, that it is most important to their interests that they should not be exposed to so unfair a competition as that from which they are now suffering.

The import of foreign refined or loaf sugar, by the returns of last year's importations, amounts to at least 35 per cent. of the whole consumption of such sugar in Great Britain; and the manufacturers of such sugars are at the present moment involved in serious losses, whilst many have been driven completely out of the trade.

The refiners of Belgium and Holland, as your Lordship is fully aware, are quite in accord with us in urging the equitable construing of the Articles of a Treaty which was entered into with a view of placing each country in a position of comparative equality. The result, however, so far, has been to give to the refiners of France a larger protection than they had before the Treaty was entered into.

I have, &c.
(Signed) A. W. GADESDEN,
Chairman of the Committee of Refiners.

No. 28.

Mr. Egerton to Mr. Gadesden.

Sir, *Foreign Office, March* 30, 1868.

I HAVE laid before Lord Stanley your letter of the 27th ultimo, with the Memorial inclosed in it from the sugar refiners of Great Britain, calling his Lordship's attention to the disadvantages under which they are placed in consequence of the mode in which the French Government have construed and executed the XIIIth Article of the Convention of the 8th of November 1864, relative to the system of sugar duties and drawbacks in Great Britain, France, Belgium, and Holland.

Lord Stanley desires me to assure you that he has been by no means inattentive

to this question, and that he has had a good deal of correspondence on the subject with the French, Belgian, and Dutch Governments, as well as with the Board of Trade at home; and he is now in daily expectation of receiving an answer to a renewed remonstrance which he addressed to the French Government through Her Majesty's Ambassador at Paris, at the beginning of last month. Should the answer prove to be unfavourable, Lord Stanley will lose no time in consulting with the Board of Trade as to any further steps which it may be possible to take, with a view to obtain what Her Majesty's Government consider to be the proper and fair execution of the Convention.

I am, &c.
(Signed) E. C. EGERTON.

No. 29.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, March* 30, 1868.

I AM directed by Lord Stanley to transmit to you a copy of a letter which he has received from the Chairman of the British Sugar Refiners,* together with a Memorial complaining of the manner in which the French Government have executed the XIIIth Article of the Convention of November 8, 1864, relative to the sugar duties. In acknowledging the receipt of the letter and Memorial, Lord Stanley has informed Mr. Gadesden that a good deal of correspondence has taken place upon this subject; that he is in daily expectation of receiving an answer from the French Government to the renewed remonstrance, which was addressed to them at the beginning of last month; and that, if the answer should prove to be unfavourable, he will ose no time in consulting the Board of Trade as to any further steps which it may be possible to take with a view to obtain the proper and fair execution of the Convention.

I am, &c.
(Signed) E. C. EGERTON.

No. 30.

Lord Lyons to Lord Stanley.—(Received April 24.)

My Lord, *Paris, April* 23, 1868.

WITH reference to my despatches of the 31st December and of the 14th of February last, I have the honour to transmit to your Lordship a copy of a note which has been addressed to me by the Marquis de Moustier, in answer to my communication to him of the 14th February last, respecting the mode in which the Convention of the 8th November, 1864, relative to sugar duties, is executed in France.

M. de Moustier proposes that a fresh meeting of the Commissioners of the Governments concerned should take place at the Hague. He observes, however, that there is a probability of the German Zollverein being desirous of acceding to the Convention, and suggests, therefore, that the meeting at the Hague should be deferred until after the session of the Zoll-Parliament.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 30.

M. de Moustier to Lord Lyons.

M. l'Ambassadeur, *Paris, le* 20 *Avril*, 1868.

DES la réception de la lettre que votre Excellence m'a fait l'honneur de m'écrire le 14 Février dernier, je m'étais empressé de communiquer à MM. les Ministres du Commerce et des Finances le Memorandum qui y était annexé, et qui avait pour objet de combattre l'interprétation donnée par l'Administration Française aux dispositions de

* No. 27.

l'Article XIII de la Convention du 8 Novembre, 1864, sur le régime des sucres. Je me trouve aujourd'hui seulement en mesure d'informer votre Excellence de l'examen qui en a été fait.

Ce document ne contenant aucun argument nouveau à l'appui de l'opinion qu'avait émise le Gouvernement Britannique, il a semblé difficile d'y répondre sans reproduire les considérations déjà précedemment développées. M. de Forcade a néanmoins voulu se rendre compte de l'importance relative que présente, dans l'ensemble de nos opérations de raffinage, chacune des quatre catégories de sucre brut qui correspondent aux quatre rendements fixés à la suite des expériences de Cologne. La statistique lui a fourni la preuve évidente qu'à moins d'avoir méconnu complètement les conditions dans lesquelles s'effectuent les opérations du raffinage, les Commissaires Français, ainsi qu'ils l'ont du reste toujours soutenu, n'ont pu prendre comme étalon ou point de départ du Tarif applicable aux raffinés les sucres compris dans la première catégorie, c'est-à-dire, appartenant aux Nos. 15 à 18, catégorie qui ne joue qu'un rôle très secondaire dans le raffinage des sucres.

Le Gouvernement Néerlandais n'a d'ailleurs pas hésité à déclarer lui-même que l'interprétation donnée à l'Article 13 par les trois autres Etats serait d'une certaine gravité pour la France, puisqu'elle aboutirait à faire admettre les raffinés étrangers au-dessous des droits supportés par une partie des similaires indigènes. Et en effet il résulte du tableau ci-joint, qui a été dressé par les soins de l'Administration des Douanes, que, sur 59,597,000 kilogrammes de sucre brut admis au raffinage pour l'exportation sous le régime de l'admission temporaire depuis le 1 Mai, 1867, jusqu'au 5 Décembre de la même année, 1,748,000 kilogrammes seulement, ou 2·93 pour cent, appartiennent à la première catégorie, c'est-à-dire, aux Nos. 15 à 18. Or, on ne saurait prétendre équitablement que la France soit tenue par la Convention d'établir sur les sucres raffinés à l'étranger une taxe qui serait inférieure à celle que nos raffineurs paieraient pour les sucres qu'ils raffinent pour les besoins de la consommation intérieure; une telle prétention serait manifestement contraire à l'esprit et même au texte de la Convention du 8 Novembre, 1864.

Le principe de l'Article XIII est que la taxe d'entrée doit égaler la somme restituée à la sortie sous forme de drawback. Mais comme la France, au moment où la Convention a été conclue, avait substitué au régime du drawback celui de l'admission temporaire établi par la Loi du 7 Mai, 1864, on a dû chercher une formule qui répondît à ce principe, et c'est ainsi qu'on est arrivé à stipuler que, pour la France, le droit à l'entrée des sucres raffinés serait de 15 pour cent plus élevé que le droit afférent aux sucres des Nos. 15 à 18. Le droit ainsi fixé correspondait parfaitement d'ailleurs à la somme moyenne qui aurait été remboursée à titre de drawback si déjà le régime de l'admission temporaire n'avait fonctionné.

L'administration Française ne songe nullement aujourd'hui à répudier le principe sur lequel repose l'Article XIII; elle serait disposée à admettre, comme droit d'entrée sur les sucres raffinés, une taxe égale à celle que le Trésor perçait sur les sucres raffinés fabriqués pour la consommation intérieure, en respectant complètement les rendements constatés à Cologne. Or, il résulte du tableau ci-joint que du 1 Mai, 1867, au 5 Décembre de la même année, 59,597,947 kilogrammes de sucre brut ont été placés sous le régime de l'admission temporaire, dans la proportion suivante pour chacune des catégories établies:—

15 a 18	1,748,360 kilos, soit	2·93	pour cent.		
10 à 14	16,714,720 „	„	28·05	„	
7 à 9	34,201,912 „	„	57·39	„	
Au-dessous de 7	6,932,955 „	„	11·63	„	

Si, pour ces diverses quantités le Trésor eût encaissé les droits fixés par la Loi du 7 Mai, 1864, il aurait dû les restituer sous forme de drawback au moment de l'exportation, d'après les rendements déterminés à la suite des expériences de Cologne. Dans cette hypothèse, et en tenant compte de la quantité relative de chacune des catégories de sucre mises au raffinage, il serait facile d'établir la somme à rembourser à titre de drawback, et par suite le droit à fixer sur les raffinés étrangers.

Mais, dans des matières aussi complexes, où les arguments n'ont de valeur qu'autant qu'ils s'appuyent sur des chiffres et des calculs soumis à discussion, il semble impossible d'arriver à une entente par voie de correspondance. Aussi ai-je proposé à MM. les Ministres du Commerce et des Finances de provoquer une nouvelle réunion à la Haye des divers Commissaires qui ont pris part à la négociation de la Convention de 1864; cette marche présente à mes yeux l'avantage de mettre un terme à un échange de notes qui ne font que reproduire, de part et d'autre, les mêmes considérations, et dont nous ne saurions assurément plus espérer aucun résultat utile. Cette proposition a été acceptée, et je ne doute pas que les trois autres Gouvernements signataires ne l'accueillent également comme

le moyen le plus pratique d'amener une transaction de nature à concilier les intérêts en présence.

Les Conférences auraient pu s'ouvrir immédiatement, s'il n'était survenu un fait qui se recommande à toute l'attention des Etats Contractants. Vous savez, M. l'Ambassadeur, que l'opinion publique en Allemagne se prononce très vivement en faveur d'une réforme complète de la législation sur les sucres, qui permette au Zollverein de s'unir à la France, à l'Angleterre, à la Belgique, et aux Pays-Bas, sur les bases de la Convention de 1864 ; le Conseil Fédéral à Berlin a été saisi d'une proposition dans ce sens, et un projet de loi conforme sera soumis sans doute à l'approbation du Parlement Douanier qui se réunit dans quelques jours. Si cette réforme se réalisait, il n'est pas douteux que le Gouvernement Prussien ne manifestât le désir de prendre part aux Conférences de la Haye, en y envoyant des Commissaires qui se mettraient en rapport avec ceux des quatre pays contractants, pour arriver à une entente qui répondrait au vœu même exprimé dans la Convention de 1864.

Dans cet état de choses, le Gouvernement de Sa Majesté Britannique pensera, comme nous, qu'il y a un intérêt réel à différer la réunion jusqu'après la courte session du Parlement Douanier. Je vous serai, en tous cas, obligé, M. l'Ambassadeur, de vouloir bien lui donner connaissance des considérations qui précèdent et lui communiquer la proposition dont je viens d'avoir l'honneur de vous entretenir : il y trouvera, j'en ai la confiance, un témoignage du désir sincère qu'éprouve le Gouvernement de l'Empereur de voir s'aplanir les difficultés auxquelles la Convention de 1864 a pu donner lieu dans l'application.

Agréez, &c.

(Signé) MOUSTIER.

Sucres, 1867.

Relevé des Obligations d'Admissions Temporaires.

	Au-dessous du No. 7.			Des Nos. 7 à 9.			Des Nos. 10 à 13 exclusivement.			Des Nos. 13 et 14.			Des Nos. 15 à 19 exclusivement.			Total.
	Coloniaux.	Etrangers.	Indigènes.	Coloniaux.	Etrangers.	Indigènes.	Coloniaux.	Etrangers.	Indigènes.	Coloniaux.	Etrangers.	Indigènes.	Coloniaux.	Etrangers.	Indigènes.	
Du 1 Mai au 5 Décembre, 1867 .	Kilos. 972,570	Kilos. 4,720,575	Kilos. 1,239,810	Kilos. 5,319	Kilos. 16,390,703	Kilos. 17,805,890	Kilos. 16,730	Kilos. 4,956,987	Kilos. 3,229,974	Kilos. ..	Kilos. 4,458,796	Kilos. 4,052,233	Kilos. ..	Kilos. 591,794	Kilos. 1,156,566	Kilos.
	6,932,955			34,201,912			8,203,691			8,511,029			1,748,360			59,597,947
							16,714,720									
Proportion pour cent des Totaux Partiels au Total Général ..	11·63			57·39			28·05						2·93			100·00

(Translation.)

M. l'Ambassadeur, *Paris, April* 20, 1868.

UPON the receipt of the letter which your Excellency did me the honour to write to me on the 14th of February last, I lost no time in communicating to the Minister of Commerce and Finnace the Memorandum which was inclosed in it; and the object of which was to dispute the interpretation given by the French Administration to the provisions of Article XIII of the Convention of the 8th of November, 1864, relative to the sugar system. It is only now that I am enabled to acquaint your Excellency with the result of the examination which it has undergone.

As that document does not contain any new argument in support of the opinion expressed by the British Government, it has been found difficult to reply to it without reproducing arguments already developed. M. de Forcade has, nevertheless, taken measures to be informed of the relative importance presented, in the entire of our refining operations by each of the four classes of raw sugar, which correspond to the four yields fixed at the close of the experiments of Cologne. The statistics thus obtained have furnished him with evident proof, that unless they had completely mistaken the conditions under which the operations of refining are affected, the French Commissioners, as indeed they have always maintained, could not have taken as a standard or point of departure of the Tariff applicable to refined sugar, the sugars comprised in the first class; that is to say, belonging to Nos. 15 to 18, a class which plays but a very secondary part in the refinement of sugar.

Moreover, the Netherlands Government has not hesitated itself to declare that the interpretation given to Article XIII by the three other States would be of a certain gravity for France, since it would lead to the admission of foreign refined sugars at a rate lower than the duties levied upon a part of similar sugars of home growth. And in fact it results from the inclosed Table, which has been prepared by the Administration of Customs, that out of 59,597,000 kilogrammes of raw sugar admitted to refinement for exportation, under the system of temporary admission from the 1st of May, 1867, to the 5th of December of the same year, 1,748,000 kilogrammes only, or 2·93 per cent., belong to the first class, that is to say, to Nos. 15 to 18. Now, it cannot equitably be maintained that France is bound by the Convention to establish on sugar refined abroad, a tax which should be inferior to that which our refiners pay for sugar which they refine for the demands of home consumption; such an argument would be manifestly contrary to the spirit and even to the letter of the Convention of the 8th of November, 1864.

The principle of Article XIII is, that the import duty should be equal to the sum repaid on exportation, in the form of drawback. But as France, at the time when the Convention was concluded, had substituted for the system of drawback that of temporary admission established by the Law of the 7th of May, 1864, it was necessary to devise a formula suitable to that principle; and thus it is that it was stipulated that for France the import duty on refined sugar should be 15 per cent. above the duty on sugar of Nos. 15 to 18. The duty thus fixed corresponded, moreover, perfectly with the average sum which would have been repaid in the form of drawback, if the system of temporary admission had not already come into operation.

The French Administration has not now the least idea of repudiating the principle upon which Article XIII is based, it would be disposed to admit, as the import duty upon refined sugar, a tax equal to that which the Treasury collects upon refined sugar manufactured for home consumption, adhering completely to the yields established at Cologne. Now it results from the annexed Table that from the 1st of May, 1867, to the 5th of December of the same year, 59,597,947 kilogrammes of raw sugar were placed under the system of temporary admission, in the following proportion for each of the classes established:—

15 to 18	..	..	..	1,748,360 kilos, or	2·93 per cent.
10 to 14	..	..	..	16,714,720 „ „	28·05 „
7 to 9	..	..	..	34,201,912 „ „	57·39 „
Below 7	..	..	..	6,932,955 „ „	11·63 „

If the Treasury had actually received on these different quantities the duties fixed by the Law of the 7th of May, 1864, it would have had to repay the same in the form of drawback at the time of exportation, according to the yields determined in consequence of the experiments of Cologne. Under that hypothesis, and by keeping account of the relative quantity of each of the classes of sugar submitted to refinement, it would be easy to ascertain the sum to be repaid under the head of drawback, and consequently the duty to be charged upon foreign refined sugar.

But in matters so complex, where arguments are of weight only in so far as they

are based upon figures and calculations submitted to discussion, it seems impossible to arrive at an understanding by means of correspondence. I have therefore proposed to the Ministers of Commerce and Finance to invite a fresh meeting at the Hague of the different Commissioners who took part in the negotiation of the Convention of 1864. Such a step will have the advantage of putting an end to an interchange of notes which only reproduce, on either side, the same considerations, and from which we can assuredly no longer hope for any useful result. That proposal has been accepted, and I doubt not that the three other Contracting Parties will equally accede to it as the most practical method of effecting an arrangement such as will conciliate the conflicting interests.

The Conferences might have been opened immediately, but for one circumstance which deserves the serious attention of the Contracting States. You are aware, M. l'Ambassadeur, that public opinion in Germany has been strongly pronounced in favour of a complete reform of the legislation respecting sugar, which shall permit the Zollverein to unite with France, England, Belgium, and the Netherlands, on the basis of the Convention of 1864. The Federal Council at Berlin has received a proposition in this sense, and a draft of law in conformity thereto will doubtless be submitted to the approbation of the Customs Parliament, which will assemble in a few days. If that reform should be effected, it cannot be doubted that the Prussian Government will manifest the desire to take part in the Conferences of the Hague, by sending thither Commissioners who may put themselves in communication with those of the four contracting countries, in order to arrive at an understanding which will respond to the very wish expressed in the Convention of 1864.

In this state of things the Government of Her Britannic Majesty will concur with us in thinking that there would be a real advantage in deferring the meeting until after the short session of the Customs Parliament. I shall, at all events, be obliged, M. l'Ambassadeur, if you will have the goodness to communicate to your Government the preceding considerations, and the proposal which I have had the honour to explain to you. The British Government will, I am confident, perceive in it an evidence of the sincere desire of the Government of the Emperor to remove the difficulties which have arisen in the application of the Convention of 1864.

Accept, &c.
(Signed) MOUSTIER.

Sugars, 1867.

Summary of the Obligations of Temporary Admission.

	Below No. 7.			Nos. 7 to 9.			Nos. 10 to 13 exclusive.			Nos. 13 and 14.			Nos. 15 to 19 exclusive.			Total.
	Colonial.	Foreign.	Home-grown.	Colonial.	Foreign.	Home-grown.	Colonial.	Foreign.	Home-grown.	Colonial.	Foreign.	Home-grown.	Colonial.	Foreign.	Home-grown.	
From May 1 to December 5, 1867.	Kilos. 972,570	Kilos. 4,720,575	Kilos. 1,239,810	Kilos. 5,319	Kilos. 16,390,703	Kilos. 17,805,890	Kilos. 16,730	Kilos. 4,956,987	Kilos. 3,229,974	Kilos. ..	Kilos. 4,458,796	Kilos. 4,052,233	Kilos. ..	Kilos. 591,794	Kilos. 1,156,566	Kilos.
	6,932,955			34,201,912			8,203,691			8,511,029			1,748,360			59,597,947
							16,714,720									
Per-centage of the Partial Totals to the General Total ..	11·63			57·39			28·05						2·93			100·00

No. 31.

Mr. Egerton to the Secretary of the Board of Trade.

Sir, *Foreign Office, April* 25, 1868.

I AM directed by Lord Stanley to transmit to you, for the information of the Lords of Trade, copy of a despatch from Her Majesty's Ambassador at Paris,* inclosing copy of a note he had received from the French Minister for Foreign Affairs in reply to the renewed representations which, as requested in your letter of the 22nd of January last, Lord Stanley had instructed his Excellency to make against the duties levied in France on refined sugar.

Their Lordships will observe that the French Government propose that, with the view of settling the point in discussion between them and the three other Governments parties to the Convention of 1864, a fresh meeting of the Commissioners engaged in the Conferences of that year should be held at the Hague. They suggest, however, that as it is probable that the Zollverein may desire to accede to the Convention it would be well to defer the proposed meeting until after the close of the session of the Zollverein Legislature.

Lord Stanley would be glad to know the opinion of the Lords of the Committee with regard to those propositions.

I am, &c.
(Signed) E. C. EGERTON.

No. 32.

The Prince de la Tour d'Auvergne to Lord Stanley.—(Received May 20.)

M. le Ministre, *Londres, le* 19 *Mai*, 1868.

LES divergences qui se sont produits entre le Gouvernement de l'Empereur et les trois autres Gouvernements signataires de la Convention du 8 Novembre, 1864, sur le régime des sucres, relativement à l'interprétation à donner aux dispositions de l'Article XIII, ont engagé son Excellence M. le Marquis de Moustier à proposer, d'accord avec MM. les Ministres du Commerce et des Finances à Paris, aux Gouvernements signataires, une nouvelle réunion, à la Haye, des divers Commissaires qui ont pris part à la négociation de la Convention de 1864.

En adressant, le 20 Avril dernier, une communication à cet effet à Lord Lyons, M. le Ministre des Affaires Etrangères ajoutait que l'ouverture de ces Conférences devait, d'après son avis, être différée jusqu'après la session du Parlement Douanier de Berlin. L'opinion publique, en Allemagne, se prononçant très vivement en faveur d'une réforme complète de la législation sur les sucres, qui permet au Zollverein de s'unir à la France, à l'Angleterre, à la Belgique, et aux Pays-Bas, sur les bases de la Convention de 1864, le Conseil Fédéral avait été saisi d'une pétition dans ce sens, et un projet de loi conforme paraissait devoir être soumis à l'approbation du Parlement. Si cette réforme se réalisait, il n'était pas douteux que le Gouvernement Prussien ne manifestât le désir de prendre part aux Conférences de la Haye, pour arriver à une entente qui répondrait au vœu même exprimé dans la Convention. Il semblait, dès lors, qu'il y avait un intérêt réel à retarder, de quelques jours, la réunion de ces Conférences.

Depuis lors, les informations que M. le Marquis de Moustier a reçues de Berlin lui ont appris que le Gouvernement Prussien, désireux de ne pas compromettre le sort des autres réformes à introduire dans le système économique de l'Allemagne, avait résolu de s'abstenir de provoquer, cette année, aucune modification du régime des sucres. Bien que cette détermination enlevât à la participation de la Prusse aux Conférences de la Haye le caractère que le Gouvernement de l'Empereur avait cru pouvoir lui attribuer, il lui a paru, cependant, que la présence des Commissaires Prussiens n'en serait pas moins favorable au but qu'il poursuit en commun avec les autres Gouvernements signataires, savoir, l'accession du Zollverein à la Convention de 1864. Il est à remarquer, en effet, que si une nouvelle législation sur les sucres avait été discutée et adoptée par le Parlement Douanier, il aurait été très difficile, dans le cas où cette législation n'aurait pas été en complète harmonie avec celle des quatre Etats Contractants, d'obtenir qu'elle fût, de nouveaux, et presque immédiatement, modifiée. Actuellement, au contraire, la situation est entière, et, comme il s'est produit, dans le Zollverein, une tendance très marquée en faveur d'une entente pour le règlement de la

* No. 30.

question des sucres, il y a tout lieu de penser que le Gouvernement Prussien attachera, lui-même, de l'intérêt à se faire représenter au sein des Conférences de la Haye par des Commissaires chargés de recueillir des informations pouvant servir à fixer les bases de sa législation future, et de préparer ainsi les voies à un arrangement définitif.

Le Gouvernement de l'Empereur ne verrait, en ce qui le concerne, que des avantages à ce que la Prusse fût invitée à prendre part a cette prochaine réunion; mais, avant d'adresser des instructions à cet effet à l'Ambassadeur de Sa Majesté Impériale à Berlin, il désirerait s'assurer, au préalable, de l'assentiment des autres Gouvernements signataires. Je vous prierai, en conséquence, M. le Ministre, de vouloir bien peser les considérations que je suis chargé de soumettre à votre appréciation, et je serai très obligé à votre Excellence de me faire connaître, aussitôt qu'il lui sera possible, la suite que le Gouvernement de la Reine aura cru pouvoir donner à cette communication.

Veuillez, &c.
(Signé) PCE. DE LA TOUR D'AUVERGNE.

(Translation.)

M le Ministre, *London, May* 19, 1868.

THE differences of opinion which have arisen between the Government of the Emperor and the three other Governments, parties to the Convention of the 8th of November, 1864, relative to the sugar question, as to the interpretation to be given to the stipulations of Article XIII, have induced his Excellency the Marquis de Moustier, with the consent of the Ministers of Commerce and Finance at Paris, to propose to the Governments, parties to the Convention, a fresh meeting at the Hague, of the different Commissioners who took part in the negotiation of that Convention.

In addressing, on the 20th of April last, a communication to that effect to Lord Lyons, the Minister for Foreign Affairs added, that in his opinion the opening of those Conferences had better be deferred until after the session of the Customs Parliament of Berlin.

Public opinion in Germany having been strongly pronounced in favour of a complete reform of the legislation respecting sugars, which should permit the Zollverein to unite with France, England, Belgium, and the Netherlands, on the basis of the Convention of 1864, a petition in this sense had been presented to the Federal Council, and it appeared likely that a Draft of Law, in accordance therewith, would be submitted to the approbation of the Parliament if such a reform should be effected, it was not be doubted that the Prussian Government would manifest the desire to take part in the Conferences at the Hague, in order to arrive at an understanding which should respond to the wish expressed in the Convention itself. It seemed, therefore, that there was a real object in retarding for a few days the assembling of the Conference.

Since then, the information which the Marquis de Moustier has received from Berlin, has apprized him that the Prussian Government, desirous not to risk the success of the other reforms to be introduced into the economic system of Germany, has resolved to abstain from proposing, in this year, any modification in the sugar system. Although this determination would deprive the participation of Prussia in the Conferences of the Hague of the character which the Government of the Emperor had thought it would possess, it has nevertheless appeared to the French Government that the presence of Prussian Commissioners would not be the less favourable to the object which they have in view, in common with the other signing parties, namely, the accession of the Zollverein to the Convention of 1864.

It is, in fact, to be remarked, that if a new legislation relative to sugars had been discussed and adopted by the Customs Parliament, it would have been very difficult, in case such legislation had not been in complete harmony with that of the four Contracting States, to obtain another and almost immediate alteration of it. As it is, however, the the situation is clear; and as a very marked disposition has shown itself in the Zollverein in favour of an arrangement to regulate the sugar question, there is every reason to think that the Prussian Government will itself attach interest to being represented at the Conferences at the Hague by Commissioners charged to collect information calculated to fix the basis of its future legislation, and thus to prepare the way for a definitive arrangement.

The Government of the Emperor, in so far as it is itself concerned, thinks it would be altogether advantageous that Prussia should be invited to take part in the approaching meeting; but before addressing instructions in this sense to His Imperial Majesty's

Ambassador at Berlin, it would wish in the first place to be assured of the assent of the other Governments parties to the Convention. I request you, therefore, M. le Ministre, duly to weigh the considerations which I am charged to submit to you; and I shall be very much obliged to your Excellency if you will acquaint me, as soon as possible, with the decision of the Queen's Government with regard to the present communication.

Accept, &c.

(Signed) PCE. DE LA TOUR D'AUVERGNE.

No. 33.

Mr. Hammond to the Secretary of the Board of Trade.

Sir, *Foreign Office, May* 21, 1868.

WITH reference to my letter of the 25th ultimo I am directed by Lord Stanley to transmit to you, for the consideration of the Lords of the Committee of Privy Council for Trade, a copy of a note from the French Ambassador at this Court,* inquiring, by order of his Government, whether Her Majesty's Government are disposed to assent to Prussia being invited to take part in the new Conference on the subject of the sugar duties which France has proposed shall be held at the Hague; and I am to request that you will move their Lordships to favour Lord Stanley with their opinion as to the answer which should be returned thereto.

I am, &c.

(Signed) E. HAMMOND.

No. 34.

Mr. Trevor to Mr. Egerton.—(Received May 28.)

Office of Committee of Privy Council for Trade,

(Extract.) *Whitehall, May* 27, 1868.

IN reply to your letter of the 25th of April I am directed by the Lords of the Committee of Privy Council for Trade to request that you will inform Lord Stanley that they have communicated with the Commissioners of Customs on the subject to which it refers, and to transmit to you to be laid before his Lordship, a copy of a Report which they have received from the Board, together with a Memorandum by Mr. Ogilvie.

I am to add that my Lords concur generally in the views expressed in the Memorandum, and that they are of opinion that under all the circumstances of the case it is desirable that Her Majesty's Government should comply with the request of the French Government that another Conference of Delegates from the four Contracting Powers to the Convention of 1864 should be convoked at the Hague, to discuss the point at issue between the Government of France and the Governments of Great Britain, Holland, and Belgium.

I am, however, to suggest that the Conference should not be held before the month of July, as it will be difficult for Mr. Ogilvie, whose presence will be important on that occasion, to attend it at an earlier period.

Inclosure in No. 34.

Report of Mr. Ogilvie respecting the Duties levied in France on Refined Sugar.

IN the note of his Excellency the French Minister for Foreign Affairs, the French Government still adheres to the construction they put originally on the XIIIth Article of the Convention of 8th November, 1864, and it is urged that if the interpretation demanded by Her Majesty's Government and that of the Kings of Belgium and Holland were accepted, foreign refined sugar would enter France paying a lower duty than that levied on their own home-grown produce. It may be so, and this, no doubt, is a result not originally expected by the French Government when the Treaty was negotiated; nevertheless, it is a result to which the other Contracting Countries are entitled under the stipulation of the XIIIth Article of the Convention.

His Excellency states that the French Government do not dream of repudiating the principle of that Article, and would be disposed to admit, as the import duty on foreign

* No. 32.

refined sugar, a rate equal to that paid on home-made refined sugar; such a proposition, though not conceding all that the XIIIth Article entitles the other countries to demand, would be fair and reasonable, and should, I think, be accepted by the three other countries.

His Excellency further proposes, as the best mode of arriving at some satisfactory solution of the question in dispute, that the discussion should no longer be carried on by correspondence, but should be referred to another Conference of the Commissioners who took part in the negotiation of the Treaty of 8th November, 1864, such Conference to be held at the Hague; and he urges as an additional reason for such new Conference that, as public opinion in Germany has been strongly expressed in favour of an union with Belgium, England, France, and Holland, in relation to the sugar duties, such Conference would afford the Zollverein States an opportunity of taking part in the discussion, and of giving the adhesion to their Convention of November 1864.

Upon this point it may be observed, that in 1865 the Prussian Government applied to the four Governments, Parties to the Convention of the 8th November, 1864, to be allowed to join in that Convention, and I believe the answer returned by all the four Governments was, that it would be a matter of gratification that the Prussian Government and the various States united in the Zollverein should become Parties to the Convention. Difficulties, however, arose from the existing system of their sugar duties, which prevented the arrangement being carried out

Seeing that the sugar duties in Germany are of a nature to afford the greatest protection to their beet-root sugar, to the almost entire exclusion of cane-sugar, and to give bounties on the exportation of their raw sugar, which must act injuriously towards the sugars of other countries which do not give bounties, it would appear very desirable that the Zollverein States should be afforded an opportunity of abandoning their protective system for the principles of a Convention which has for its object the abolition of differential duties on sugar of different growths, and the placing of the trade in sugar on the same footing in all countries; but, looking to the great difference in the fiscal systems of the Zollverein and that of the Convention, some preliminary discussion would no doubt be necessary.

The French Government may also be anxious to have an opportunity of modifying some of the minor conditions of the Treaty, which affect their own trade in the manufacture of beet-root sugar, and which were introduced solely to make the Convention correspond with their law, but which are of little importance to the other countries.

There are also some points in regard to which the proposed Conference might be desirable for the trade of this country. When the negotiations which led to the Convention of 1864 were first opened, this country had little or no interest in beet-root sugar. It was not grown in the United Kingdom, and very little was then imported. Now, however, it forms an important branch of our import trade, and that importance is likely to increase; and further, it is seriously contemplated by parties in the sugar trade, who know well the nature of that trade, to grow beet-root, and to manufacture sugar therefrom in this country—indeed, the experiment will be tried this year upon a considerable scale; and the question will have to be settled how the duty on the sugar made in this country is to be charged.

There are three ways in which duty is charged abroad on beet-root sugar. In Prussia the duty is levied on the root before manufacture. In Belgium it is levied on the juice during the process of defecation, and in France it is levied on the quantity and quality of sugar actually made. The latter is, no doubt, the most correct, but it is the most costly, because it entails the necessity of constant supervision of the revenue officers. Formerly, the two latter systems were in operation in France, but by the Law of May 1864, the last named was made imperative. The Belgians, on the other hand, strongly objecting to the trouble and vexation of Excise supervision, distinctly refused to adopt any other than the system of charging the duty according to the ascertained quantity and density of the juice. In order to meet the views of Belgium, although not expressly so stated, the XVIth Article was introduced into the Convention to regulate the way in which the duty, when assessed upon the juice, should be calculated so as to prevent any one country favouring its own beet-root produce. The XVIth Article stipulates "that the charge for duty (when assessed upon the juice) shall be raised forthwith to 1,475 grammes per hectolitre of juice for each degree of the densimeter at a temperature of 15 degrees centigrade. It shall be fixed at 1,500 grammes as soon as the annual produce in Belgium shall reach 25,000,000 kilogrammes. The duty to be levied shall be the duty to which foreign sugars, Nos. 10 to 14, are subjected." The limit of production named for the higher charge has been reached in Belgium, I believe, and the latter proportion is now charged. This Article, though practically at the time of the Treaty

applicable to Belgium alone, as being the only beet-root producing country except France, where the laws proscribed the system in question, was, by its wording, compulsory on the other countries, and has, I believe, been since adopted by Holland. Under the existing system of weights and measures of this country, the strict letter of the Article could not be carried out; but it will be necessary, in any arrangement that may be adopted in this country for charging duty on beet-root sugar according to the quantity and density of the juice, as, I have been informed by parties interested in the question, it is proposed to do,—that care be taken that our Government is not exposed to the charge of violating the XVIth Article.

The duty on British-grown beet-root sugar will be levied by the Inland Revenue Department; but the proposed Conference may, if agreed to, afford a convenient opportunity of settling the question of the mode for charging duty, and of avoiding future difficulty; and if the manufacture of beet-root sugar in this country should succeed, it will no doubt benefit both our agricultural and manufacturing interests, and furnish a new source of employment to our working-classes; and, with the view of avoiding difficulty hereafter, the opportunity of introducing and discussing the plan which England may wish to adopt might, I submit, furnish some reason for acceding to the request for another Conference upon the stipulations of the International Convention of 1864. The interpretation now put upon the XIIIth Article by the Government, and the duty levied upon our refined sugar imported into France, in accordance with that interpretation, act as a total prohibition in regard to our refined produce; and, adverting to the importance attached to this fact by our refiners, it is doubtless desirable that every effort should be made to come to a proper understanding on this point.

Under all these circumstances, therefore, I would submit that the proposition to open another Conference at the Hague to settle this vexed question appears to be one that it would be unwise to refuse. The XXIst Article of the Convention has provided for the introduction of any modifications by common agreement, which are not inconsistent with its spirit or principle; and as the question to be discussed is simply the application of the Convention, there will be nothing repugnant to the spirit of the Convention in conceding another Conference. I would therefore beg to recommend, for the consideration of Her Majesty's Government, that a Commission should be appointed to represent the interests of this country at a re-union of the Delegates of the Contracting Countries, and that an invitation be conveyed to the Government of the King of Prussia to take part in the discussion, with the view of the Zollverein States joining in the Convention. The Hague would be the most central and convenient place of meeting; and if the first week in July be named as the time, the sittings of the Zollverein Parliament will then be concluded.

(Signed) R. A. OGILVIE.

May 19, 1868.

No. 35.

Mr. Mallet to Mr. Egerton.—(*Received May* 30.)

Office of Committee of Privy Council for Trade,
Whitehall, May 30, 1868.

Sir,

IN reply to your letter of the 21st May inclosing for their opinion, by direction of Lord Stanley, a copy of a note from the Prince de la Tour d'Auvergne, inquiring, by order of his Government, whether Her Majesty's Government is disposed to assent to Prussia being invited to take part in the proposed Conference at the Hague on the subject of the International Convention of 1864, with respect to the drawbacks on sugar, I am directed by the Lords of the Committee of Privy Council for Trade to request that you will state to his Lordship that they think it very desirable that the Prussian Government shall, if possible, be represented at such Conference.

I have, &c.

(Signed) LOUIS MALLET.

No. 36.

Lord Stanley to Lord Lyons.

My Lord, *Foreign Office, June* 3, 1868.

HER Majesty's Government have given their careful consideration to the communication from the Marquis de Moustier, of which a copy was inclosed in your Excellency's despatch of the 23rd of April, respecting the mode in which the Convention of the 8th of November, 1864, relative to the sugar duties, is executed in France.

The French Government, while adhering to their own construction of the XIIIth Article of the Convention, state that, in their judgment, there would be no practical utility in further discussing, by an exchange of written communications, the difference of opinion which has arisen between them and the three other Governments, Parties to the Convention, since such communications could do no more than reproduce the same arguments over and over again on either side. M. de Moustier states that the French Government have no desire to repudiate the principle upon which the Article is based; and he proposes that, with a view to come to an agreement, a fresh meeting of the Commissioners who negotiated the Convention of 1864 should be held as early as convenient at the Hague. His Excellency urges as an additional reason for holding such further Conference, that public opinion in Germany has been strongly expressed in favour of uniting with Great Britain, France, Belgium, and Holland, in relation to the sugar duties, on the basis of the Convention of 1864, and that such a Conference would afford to the Zollverein States an opportunity of taking part in the discussions, and of giving their adhesion to the Convention.

I have to instruct your Excellency to state to M. de Moustier that Her Majesty's Government are ready to concur with the French Government both with regard to the proposed re-assembling of the Commissioners at the Hague at an early date, and to inviting the Zollverein to take part in their deliberations. As to the exact time for the meeting of the Conference, I would suggest that it should not be before the month of July, because it would be difficult for Mr. Ogilvie, whose assistance it is important to secure on the occasion, to attend at an earlier date; and, moreover, Her Majesty's Government are desirous previously to gain some information as to the regulations which it may be necessary to establish in this country for the collection of Excise duty on beet-root sugar, which is now being manufactured in some parts of the United Kingdom.

Her Majesty's Ambassador at Berlin will at the proper time be instructed to address to the Zollverein States, through the Prussian Government, an invitation to assist at the Conference.

I am, &c.
(Signed) STANLEY.

No. 37.

Lord Stanley to the Prince de la Tour d'Auvergne.

M. l'Ambassadeur, *Foreign Office, June* 3, 1868.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 19th ultimo, in which, after referring to the proposal of the Government of the Emperor, addressed by the Marquis de Moustier to Lord Lyons, that a fresh meeting of the Commissioners who negotiated the Convention of November 8, 1864, relative to the sugar duties, should be held at the Hague to discuss the difference of opinion which has arisen between the French Government and the other three Governments, parties to the Convention, as to the mode of execution of Article XIII, you state the reasons which induce the French Government to think that it would be expedient to invite the Prussian Government to take part in the Conference, with a view to ultimately uniting with the four Powers on the basis of the Convention.

I beg leave to acquaint your Excellency that Her Majesty's Government, having taken this subject into consideration, are ready to assent both to the proposed new meeting of the Commissioners at the Hague, and to inviting the Prussian Government, on the part of the Zollverein, to assist at the meeting. I have instructed Lord Lyons to acquaint the Government of the Emperor with this determination, and to state that

Her Majesty's Government will be prepared, at the proper time, to address the requisite invitation on their part to the Prussian Government.

I am, &c.
(Signed) STANLEY.

No. 38.

Lord Lyons to Lord Stanley.—(Received June 6.)

My Lord, *Paris, June 5, 1868.*

I HAVE the honour to transmit to your Lordship a copy of a note which I have addressed to the Marquis de Moustier, in obedience to the instructions contained in your Lordship's despatch of the 3rd of June, respecting the mode in which the Convention of the 8th of November, 1864, relative to the sugar duties, is executed in France.

I have, &c.
(Signed) LYONS.

Inclosure in No. 38.

Lord Lyons to M. de Moustier.

M. le Ministre, *Paris, June 3, 1868.*

HER Majesty's Government have given their careful consideration to the note which your Excellency did me the honour to address to me on the 20th of April last, respecting the mode in which the Convention of the 8th of November, 1864, relative to the sugar duties is executed in France.

In that note your Excellency, while adhering to your own construction of the XIIIth Article of the Convention, states that in your judgment there would be no practical utility in further discussing, by an exchange of written communications, the difference of opinion which has arisen between the French Government and the three other Governments, Parties to the Convention, since such communications could do no more than reproduce the same arguments over and over again on either side. Your Excellency adds that the French Government have no desire to repudiate the principle upon which the Article is based, and you propose that, with a view to come to an agreement, a fresh meeting of the Commissioners who negotiated the Convention of 1864 should be held as early as convenient at the Hague. Your Excellency urges as an additional reason for holding such further Conference, that public opinion in Germany has been strongly expressed in favour of uniting with Great Britain, France, Belgium, and Holland in relation to the sugar duties on the basis of the Convention of 1864; and that such a Conference would afford to the Zollverein States an opportunity of taking part in the discussions, and of giving their adhesion to the Convention.

I am instructed to say to your Excellency that Her Majesty's Government are ready to concur with the French Government both with regard to re-assembling the Commissioners at the Hague at an early date, and to inviting the Zollverein to take part in their deliberations. As to the exact time for the meeting of the Conference Her Majesty's Government would suggest that it should not before the month of July, because it would be difficult for Mr. Ogilvie, whose assistance it is important to secure on the occasion, to attend at an earlier date; and, moreover, Her Majesty's Government are desirous previously to gain some information as to the regulations which it may be necessary to establish in Great Britain for the collection of Excise duty on beet-root sugar, which is now being manufactured in some parts of the United Kingdom.

Her Majesty's Ambassador at Berlin will at the proper time be instructed to address to the Zollverein States, through the Prussian Government, an invitation to assist at the Conference.

I have, &c.
(Signed) LYONS.

No. 39.

Lord Stanley to Lord Lyons.

My Lord, *Foreign Office, June* 20, 1868.

WITH reference to my despatch of the 3rd instant, I have to acquaint your Excellency that I have ascertained from Her Majesty's Ministers at Brussels and the Hague that the Belgian and Netherlands Governments have assented to the proposal of the French Government that a fresh meeting of the Commissioners who negotiated the Convention of November 8, 1864, relative to the sugar duties should be held at the Hague; and that Prussia should be invited to send Commissioners to that meeting, to assist in the Conferences on the part of the Zollverein States.

I have therefore instructed Her Majesty's Ambassador at Berlin to convey to the Prussian Government the requisite invitation in the name of Her Majesty's Government.

I am, &c.

(Signed) STANLEY.

No. 40.

The Prince de la Tour d'Auvergne to Lord Stanley.—(Received June 23.)

M. le Ministre, *Londres, le* 22 *Juin*, 1868.

LE Gouvernement de l'Empereur vient de recevoir, en même temps que l'adhésion du Gouvernement de la Reine au projet de réunion à la Haye de Commissaires des quatre Etats signataires de la Convention de 1864, sur le régime des sucres, ainsi qu'à l'admission de Délégués du Zollverein à ces Conférences, l'assentiment des Cabinets de Bruxelles et de la Haye à cette double proposition. M. le Marquis de Moustier a donc cru devoir transmettre à l'Ambassadeur de l'Empereur à Berlin les instructions nécessaires pour inviter le Gouvernement Prussien à la réunion projetée, comme Représentant du Zollverein. La démarche simultanée que se propose de faire votre Excellence devant seconder très-utilement celle de notre Ambassadeur à Berlin, M. le Marquis de Moustier m'a prié de lui rappeler la promesse qu'elle a bien voulu me faire, par sa lettre du 3 Juin dernier, d'inviter, de son côté, le Gouvernement Prussien à prendre part à cette réunion.

Quant à l'époque de l'ouverture des Conférences, son Excellence M. le Ministre des Affaires Etrangères désire attendre la réponse du Cabinet de Berlin avant de soumettre à l'agrément des Gouvernements Anglais, Belge, et Néerlandais la fixation d'une date précise. Lord Lyons ayant, à cet égard, témoigné le désir, en raison des occupations de Mr. Ogilvie, qui ne pourrait se rendre à la Haye avant le mois de Juillet, que la réunion n'ait lieu que le mois prochain, M. le Marquis de Moustier me prie de donner à votre Excellence l'assurance que le Gouvernement de l'Empereur s'empressera de déférer à la demande qui lui a été présentée sous ce rapport.

Veuillez, &c.

(Signé) PCE. DE LA TOUR D'AUVERGNE.

(Translation.)

M. le Ministre, *London, June* 22, 1868.

THE Government of the Emperor has received, at the same time with the adhesion of the Queen's Government to a plan for a meeting at the Hague of the Commissioners of the four States, Parties to the Convention of 1864, relative to the sugar system, as well as to the admission of Delegates from the Zollverein to those Conferences, the assent of the Cabinets of Brussels and the Hague to that double proposition. The Marquis de Moustier has, therefore, deemed it proper to transmit to the Ambassador of the Emperor at Berlin the necessary instructions for inviting the Prussian Government, as representing the Zollverein, to the intended meeting. The simultaneous step which your Excellency proposes to take being calculated to support very usefully that of our Ambassador at Berlin, the Marquis de Moustier has requested me to remind you of the promise which you were so good as to give by your letter of the 3rd of June, to invite, on your part, the Prussian Government to take part in that meeting.

With regard to the time for the opening of the Conferences, the Minister for Foreign Affairs would wish to await the answer of the Cabinet of Berlin before submitting for the assent of the English, Belgian, and Netherlands Governments the appointment of a precise day. Lord Lyons having, with regard to this point, expressed the desire that,

on account of the occupations of Mr. Ogilvie, who would not be able to repair to the Hague before the month of July, the meeting should not take place until next month, the Marquis de Moustier desires me to assure your Excellency that the Government of the Emperor will not fail to defer to the wish which you have expressed in this respect.

Accept, &c.

(Signed) PCE. DE LA TOUR D'AUVERGNE.

No. 41.

Lord Stanley to Prince de la Tour d'Auvergne.

M. l'Ambassadeur, *Foreign Office, June* 23, 1868.

I HAVE the honour to acknowledge the receipt of your Excellency's note of yesterday's date, stating that the Government of the Emperor had received the assent of the Cabinets of Brussels and the Hague to the proposals that a fresh meeting of the Commissioners who negotiated the Sugar Convention of 1864 should be held at the Hague, and that the Prussian Government should be invited to send Commissioners to assist at the Conferences, on the part of the States of the Zollverein. Your Excellency adds that the French Government had accordingly instructed their Ambassador at Berlin to address an invitation to that effect to the Prussian Government.

I have the honour to acquaint your Excellency that Her Majesty's Ministers at Brussels and the Hague had informed me of the assent of those Courts to the proposals of the Government of the Emperor, and that I thereupon instructed Her Majesty's Ambassador at Berlin to invite the Prussian Government to send Representatives to the Conference at the Hague.

I shall be happy to receive the suggestions of the French Government as to the time for the assembling of the Commissioners.

I am, &c.

(Signed) STANLEY.

No. 42.

Lord Lyons to Lord Stanley.—(Received July 8.)

(Extract.) *Paris, July* 7, 1868.

THE Baron Beyens, Belgian Minister at this Court, informed me yesterday of the purport of the answer of his Government to the proposal made by the French Government that a fresh meeting of the Commissioners who took part in the negotiation of the Convention on sugar duties of 1864 should take place at the Hague.

The Belgian Government accedes to this proposal, and makes no objection to the suggestion that a Prussian Commissioner should also be invited to take part in the Conferences.

No. 43.

The Prince de la Tour d'Auvergne to Lord Stanley.—(Received July 22.)

M. le Ministre, *Londres, le* 21 *Juillet,* 1868.

JE m'étais empressé, ainsi que votre Excellence m'en avait témoigné le désir par sa lettre en date du 23 Juin dernier, relativement aux modifications à apporter dans le régime des sucres, de faire savoir à M. le Ministre des Affaires Etrangères que vous attacheriez du prix à connaître les intentions du Gouvernement de l'Empereur sur l'époque de l'ouverture des Conférences. En réponse à cette communication, son Excellence M. le Marquis de Moustier me prie de proposer à votre Excellence la date du 15 Août. Il me fait remarquer, à cette occasion, que MM. Barbier et Ozenne, qui doivent représenter, dans cette réunion, le Gouvernement de l'Empereur, ne sauraient se rendre plus tôt à la Haye, en raison de leurs fonctions auprès du Corps Législatif, et qu'il ne semblerait pas non plus possible de reculer cette époque parceque le principal Commissaire de la Hollande, M. Uyttenhowen, est obligé de s'absenter vers la fin d'Août.

M. le Marquis de Moustier espère, d'ailleurs que la date indiquée satisfera également au désir exprimé par votre Excellence, et je vous serais reconnaissant de vouloir bien me faire savoir, le plus promptement possible, si le Gouvernement de la Reine serait disposé à accepter cette proposition.

Veuillez, &c.
(Signé) PCE. DE LA TOUR D'AUVERGNE.

(Translation.)

M. le Ministre, *London, July* 21, 1868.

ACCORDING to the desire expressed in your Excellency's letter of the 23rd of June last, relative to the modifications to be made in the sugar system, I lost no time in acquainting the Minister for Foreign Affairs that you were anxious to know the intentions of the Government of the Emperor as to the time for the opening of the Conferences. In reply to that communication his Excellency the Marquis de Moustier requests me to propose to your Excellency the date of the 15th of August. He observes, with reference to this point, that M. Barbier and M. Ozenne, who are to represent the Government of the Emperor at that meeting, will be unable to repair to the Hague any sooner, on account of their functions in the Legislative Body; and that, on the other hand, it is not possible to defer the time, because the Principal Commissioner of Holland, M. Uyttenhooven, will be obliged to leave towards the end of August.

The Marquis de Moustier hopes, however, that the date suggested will equally meet the desire expressed by your Excellency; and I shall be obliged if you will have the goodness to apprize me, as soon as possible, whether the Government of the Queen is disposed to accept the proposal.

Accept, &c.
(Signed) PCE. DE LA TOUR D'AUVERGNE.

No. 44.

Mr. Egerton to the Secretary of the Board of Trade.

Sir, *Foreign Office, July* 22, 1868.

I AM directed by Lord Stanley to transmit to you a copy of a note which he has received from the French Ambassador at this Court,* proposing the 15th of August as the day for the opening of the intended Conference at the Hague on the question of the sugar duties; and I am to request that you will lay the same before the Lords of the Lords Committee of Privy Council for Trade, and move them to inform Lord Stanley, at their earliest convenience, what answer should be returned to that proposal.

I am, &c.
(Signed) E. C. EGERTON.

No. 45.

Mr. Mallet to Mr. Egerton.—(Received July 25.)

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, July* 24, 1868.

IN reply to your letter of the 22nd instant, transmitting, by direction of Lord Stanley, a copy of a note from the French Ambassador at this Court proposing the 15th of August as the day for the opening of the intended Conference at the Hague on the sugar duties, I am directed by the Lords of the Committee of Privy Council for Trade to request that you will inform his Lordship that they are of opinion that Her Majesty's Government should agree to this arrangement.

I have, &c.
(Signed) LOUIS MALLET.

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* No. 43.

No. 46.

Lord Stanley to the Prince de la Tour d'Auvergne.

M. l'Ambassadeur, *Foreign Office, July* 25, 1868.

IN reply to your Excellency's note of the 21st instant, proposing, on the part of the Government of the Emperor, the 15th of August as the day for the opening of the proposed Conference at the Hague, respecting the drawbacks on sugar, I have the honour to acquaint your Excellency that Her Majesty's Government assent to that arrangement.

I am, &c.
(Signed) STANLEY.

Belgium.

No. 47.

Mr. Mallet to Mr. Egerton.— (Received February 20.)

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, February* 19, 1867.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copies of Resolutions agreed to by the House of Commons, fixing the duties of Customs to be charged upon the importation of sugar into Great Britain and Ireland, as well as the drawbacks to be allowed on the exportation of refined sugar from the United Kingdom to foreign parts, together with the duties of excise on sugar made in the United Kingdom.

I am to request that, in laying these Resolutions before Lord Stanley, you will move his Lordship to cause them at once to be communicated to the Governments of France, Belgium, and the Netherlands, with a request that Her Majesty's Government may be furnished with the statements of the corresponding duties and drawbacks which will be established by those Powers in fulfilment of the Declaration of the 20th of November, 1866, and also of the dates at which they will be brought into force in those countries respectively.

I have, &c.
(Signed) LOUIS MALLET.

Inclosure in No. 47.

Resolutions.

[See Inclosure in No. 1.]

No. 48.

Lord Stanley to Lord Howard de Walden.

My Lord, *Foreign Office, February* 20, 1867.

I TRANSMIT to your Lordship a copy of the Resolutions* passed by the House of Commons relative to the duties of Customs and Excise and drawbacks on sugar, with a view to give effect to the rates resulting from the yields of different classes of raw sugar on refining, as established by the Declaration signed at Paris on the 20th of November last.

In communicating these papers to the Belgian Government, you will state that Her Majesty's Government are prepared to put the new duties into operation on the 1st of March, and you will ascertain and let me know, at the earliest possible moment, whether the Belgian Government are prepared to do so likewise. If not, you will request them to instruct their Minister at Paris to arrange with the French Government and the British and Netherland Ministers the earliest day on which the new scale of duties may be simultaneously put into operation in all the four countries.

You will send your answer by telegraph, and, if necessary, communicate with Mr. Fane in the same manner.

You will also request the Belgian Government to furnish you with a statement of

* See Inclosure in No. 1.

the corresponding duties and drawbacks which will be established by them in fulfilment of the Declaration of the 20th of November, 1866.

I am, &c.
(Signed) STANLEY.

P.S.—I address a corresponding despatch to Mr. Fane and Mr. Ward.

No. 49.

Lord Howard de Walden to Lord Stanley.—(Received February 23.)

My Lord, *Brussels, February 22, 1867.*

ON receipt of your Lordship's instructions conveyed in your despatch of the 20th ultimo, I at once called upon M. Rogier, and delivered to him a note, a copy of which is inclosed, requesting him to inform me whether the new scale of sugar duties applicable to Belgium under the Convention with Great Britain, France, and the Netherlands could be brought into force on the 1st of March.

His Excellency was not prepared to give me a positive answer, without reference to the Minister of Finance.

His Excellency promised to give me precise information on this subject as soon as possible.

I received late last night the memorandum, of which the inclosed is a copy.

I have notified by telegraph to Mr. Fane and to Mr. Ward, that the Belgian Government would bring the new sugar duties into operation on 1st of March, if Holland and France did so likewise.

I have, &c.
(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure 1 in No. 49.

Lord Howard de Walden to M. Rogier.

M. le Ministre, *Brussels, February 21, 1867.*

I HAVE the honour to transmit to your Excellency a copy of the resolutions passed by the House of Commons, relative to the duties of Customs and Excise and drawbacks on sugar, with a view to give effect to the rates resulting from the yield of different classes of raw sugar on refining, as established by the Declaration signed at Paris on the 20th of November last.

In communicating these papers to the Belgian Government, I am to state that Her Majesty's Government are prepared to put the new duties into operation on the 1st of March, and you will ascertain and let me know, at the earliest possible moment, whether the Belgian Government are prepared to do so likewise. If not, I am to request your Excellency to instruct the Belgian Minister at Paris to arrange with the French Government and the British and Netherlands Ministers, the earliest day on which the new scale of duties may be simultaneously put into operation in all the four countries.

I am further to request your Excellency to furnish me with a statement of the corresponding duties and drawbacks which will be established by them in fulfilment of the declaration of the 20th of November, 1866.

I avail, &c.
(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure 2 in No. 49.

Memorandum.

MM. LES MINISTRES des Affaires Etrangères et des Finances ont signé aujourd'hui, 21 Février, l'Arrêté relatif aux mesures d'exécution de la Convention sur les sucres. La nouvelle tarification sera mise en vigueur à partir du 1 Mars prochain, sous la réserve toutefois que le Gouvernement Néerlandais soit également en mesure comme le sont les Gouvernements Anglais et Français.

(Translation.)

THE Ministers for Foreign Affairs and Finance have signed this day, the 21st of February, the Decree relative to the measures for carrying into execution the Convention relative to sugar. The new Tariff shall be put into operation from and after the 1st of March next, on condition, however, that the Netherlands Government is equally prepared, as are the English and French Governments.

No. 50.

Lord Howard de Walden to Lord Stanley.—(Received February 25.)

My Lord, *Brussels, February 23, 1867.*

I HAVE the honour herewith to inclose a copy of a note which I have received from the Minister of Foreign Affairs, in reply to the communication which I made to his Excellency by your Lordship's instructions, with a view to bring into operation on the 1st of March the new scale of duties on sugar, in conformity with the Declaration of the 20th November, 1866.

His Excellency expresses the readiness to meet the wishes of Her Majesty's Government, provided the Government of France and the Netherlands will do the same.

He also transmits the draft of the Decree ("Arrêté"), indicating the rates of duties and drawbacks which are established under its operation.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure 1 in No. 50.

M. Rogier to Lord Howard de Walden.

My Lord, *Bruxelles, le 22 Février, 1867.*

EN réponse à la communication que vous m'avez fait l'honneur de m'adresser hier, je m'empresse d'informer votre Excellence qu'un projet d'Arrêté est en ce moment soumis à la signature du Roi, à l'effet de prendre toutes les mesures nécessaires pour appliquer la tarification des sucres, conformément à la Déclaration du 20 Novembre, 1866.

Votre Excellence trouvera ci-joint une copie de ce projet d'Arrêté, qui indique les taux des nouveaux droits, ainsi que des "drawbacks" qui seront établis.

Le Gouvernement Belge est d'ailleurs prêt à mettre le nouveau régime en vigueur le 1er Mars prochain, s'il reçoit en temps utile l'assurance que la France et les Pays Bas en feront autant.

Je saisis, &c.

(Signé) CH. ROGIER.

(Translation.)

My Lord, *Brussels, February 22, 1867.*

IN reply to the communication which you did me the honour to address to me yesterday, I hasten to inform your Excellency that a Draft of a Decree is now being submitted for the King's signature, in order that all the measures necessary for applying the scale of duties on sugar, in conformity with the Declaration of the 20th November, 1866, may be taken.

Your Excellency will find inclosed a copy of that Draft of Decree, which shows the scale of the new duties, as well as of the drawbacks to be established.

The Belgian Government, moreover, is ready to put the new system in force on the 1st of March next, if it receives in sufficient time the assurances that France and the Netherlands will do so likewise.

I avail, &c.

(Signed) CH. ROGIER.

Inclosure 2 in No. 50.

Draft of Decree.

Article 1. L'accise sur les sucres bruts est fixée comme il suit :—

	Les 100 kilos. Fr. c.
Sucres bruts—	
Etrangers—	
Du No. 15 au No. 18 inclusivement	48 7
Du No. 10 au No. 15 exclusivement	45 0
Du No. 7 au No. 10 exclusivement	40 91
Au-dessous du No. 7	34 26
Indigènes	45 0

Art. 2. Les droits d'entrée sur les sucres, les melasses, et les sirops sont fixés comme il suit :—

	Les 100 kilos. Fr. c.
Sucres raffinés—	
Candis	54 70
En pains	51 13
Sucres bruts—	
Au-dessus du No. 18	51 13
No. 18 et au-dessous	Exempts
Melasses incristallisables provenant de la fabrication ou du raffinage du sucre, et contenant moins de 50 pour cent de richesse saccharine	15 0

Art. 3. La décharge de l'accise à l'exportation ou au dépôt en entrepôt public est fixée comme il suit :—

	Les 100 kilos. Fr. c.
Sucres raffinés—	
Candis	54 70
En pains	51 13
Sucres bruts indigènes non humides—	
No 11 et au-dessus	45 0
No. 8 à 11 exclusivement	40 91

Art. 4. Les Articles 2, 3 (sec. 1), et 4 (sec. 1) de la Loi du 27 Avril, 1865, sont remplacées par les Articles 1 à 3 ci-dessus.

Les Articles 2 et 3 de l'Arrêté Royal du 20 Juillet sont rapportés.

Art. 5. Les dispositions qui précèdent sortiront leurs effets à partir du 1867.

(Translation.)

Article 1. The excise upon raw sugars is fixed as follows :—

	Per 100 kilos. Fr. c.
Raw sugars—	
Foreign—	
From No. 15 to No. 18 inclusive	48 7
From No. 10 to No. 15 exclusive	45 0
From No. 7 to No. 10 exclusive	40 91
Below No. 7	34 26
Of home production	45 0

Art. 2. The duties of import upon sugars, molasses and syrups, are fixed as follows :—

	Per 100 kilos. Fr. c.
Refined sugars—	
Candies	54 70
In loaves	51 13
Raw sugars—	
Above No. 18	51 13
No. 18 and below	Exempt
Uncrystallizable molasses, produced from the manufacture or refining of sugar, and containing less than 50 per cent. of saccharine richness	15 0

Art. 3. The discharge from excise on exportation, or on deposit in public warehouse, is fixed as follows :—

	Per 100 kilos. Fr. c.
Refined sugars—	
Candies	54 70
In loaves	51 13
Raw sugars of home production not moist—	
No. 11 and above	45 0
Nos. 8 to 11 exclusive	40 91

Art. 4. Articles 2, 3 (sec. 1), and 4 (sec. 1) of the Law of the 27th of April, 1865, are replaced by Articles 1 to 3 above.

Articles 2 and 3 of the Royal Decree of the 20th July are repealed.

Art. 5. The preceding arrangements shall have their effect from and after the 1867.

No. 51.

Lord Howard de Walden to Lord Stanley.—(*Received February* 25.)

My Lord, *Brussels, February* 24, 1867.

I RECEIVED last night from the Minister of Foreign Affairs the Memorandum (of which the inclosed is a copy) with reference to the period at which the new sugar duties could be brought into operation in Belgium.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure in No. 51.

Memorandum.

Bruxelles, ce 23 *Février*, 1867.

LE Ministre des Finances a pris toutes les mesures pour l'exécution de la Convention du 8 Novembre, 1864, relative aux sucres. Les mesures pourront être exécutées soit le 1 Mars, soit le 1 Avril, soit le 1 Mai.

Seulement, il faut que M. le Ministre soit averti à temps, afin de pouvoir insérer l'Arrêté Royal dans le "Moniteur," et de donner les instructions nécessaires.

(Translation.)

Brussels, February 23, 1867.

THE Minister of Finance has taken every measure for the execution of the Convention of the 8th of November, 1864, relative to sugar. Those measures can be put into operation either on the 1st of March, the 1st of April, or the 1st of May.

Only, it is necessary that the Minister should be apprized in due time, in order to be able to insert the Royal Decree in the "Moniteur," and to give the necessary instructions.

No. 52.

Lord Stanley to Lord Howard de Walden.

(Telegraphic.) *Foreign Office, February* 23, 1867.

ANNEXED is copy of telegram just addressed to Mr. Ward.* Communicate it immediately to Belgian Government, and urge them to instruct their Minister at the Hague to unite in pressing Dutch Government to fix 1st March.

No. 53.

Lord Howard de Walden to Lord Stanley.—(*Received February* 25.)

My Lord, *Brussels, February* 24, 1867.

I HAD already, on Friday, requested the Minister for Foreign Affairs to send instructions to the Belgian Ministers at Paris and at the Hague, in conformity with those addressed by your Lordship to Mr. Fane and to Mr. Ward, proposing the 1st of March as the day for bringing into operation the new sugar duties.

On receipt of your Lordship's telegram last evening, I renewed my application to M. Rogier.

In the morning I had received a telegram from Mr. Ward stating that it was impossible for the Dutch Government to be ready on the 1st of March, and I had learnt from Mr. Fane that the French Government anticipated objections at so early a day on the part of the Netherlands Government.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

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* No. 74.

No. 54.

Lord Stanley to Lord Howard de Walden.

(Telegraphic.) *Foreign Office, February* 27, 1867.

COMMUNICATE to Belgian Government the annexed telegram,* which is sent off this evening to the Hague. Let me know at once what they say to it.

No. 55.

Lord Howard de Walden to Lord Stanley.—(Received March 1.)

My Lord, *Brussels, February* 28, 1867.

IN answer to your Lordship's telegram received only after 11 o'clock last night, I have the honour to report that the Belgian Government are prepared to assimilate their action in regard to the sugar duties entirely in conformity with the views of Her Majesty's Government, as they look upon the question in a Belgian point as identically the same in its bearings as upon British interests.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

No. 56.

Lord Stanley to Lord Howard de Walden.

My Lord, *Foreign Office, March* 6, 1867.

I HAVE to acquaint your Lordship that Her Majesty's Government have come to the conclusion that it would not be expedient to accede to the conditions as to floating cargoes on which the Dutch Government insist in case the new scale of duties and drawbacks on sugar were to be carried into effect before the 1st of May next.

Her Majesty's Government have, therefore, determined that the new duties and drawbacks on sugar in the United Kingdom shall take effect from the 1st of May next; and they will therefore cause the Bill on the subject, which is now before Parliament, to be amended in accordance with this decision.

Your Lordship will communicate this despatch to the Belgian Government.

I am, &c.

(Signed) STANLEY.

No. 57.

Mr. Egerton to the Secretary of the Board of Trade.

(Extract.) *Foreign Office, March* 11, 1867.

WITH reference to your letter of the19th ultimo,† inclosing copies of the Resolutions of the House of Commons respecting the future duties and drawbacks on sugar, I am directed by Lord Stanley to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that he immediately transmitted the Resolutions to Her Majesty's Representatives at Paris, Brussels, and the Hague, with instructions to communicate them to the Governments to which they are accredited.

I am to transmit to you, to be laid before the Lords of the Committee, copies and extracts of despatches from Paris, Brussels, and the Hague,‡ which convey the information requested in the latter part of your letter, as to the duties and drawbacks to be established in France, Belgium, and Holland, in fulfilment of the declaration of the 20th of November last.

No. 58.

Lord Howard de Walden to Lord Stanley.—(Received March 20.)

My Lord, *Brussels, March* 19, 1867.

I COMMUNICATED duly to M. Rogier your Lordship's despatch of the 6th instant as instructed, relative to the period at which it was desired that the modification of the sugar duties, agreed to under the Declaration of the 20th of November, should come into operation.

I herewith inclose a copy of a note which I have received from M. Rogier accepting, on the part of the Belgian Government, the 1st of May as the date at which the new system shall be applied.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

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* No. 77. † No. 47. ‡ Nos. 13, 50, and 81.

Inclosure in No. 58.

M. Rogier to Lord Howard de Walden.

My Lord, *Bruxelles, le* 18 *Mars*, 1867.

J'AI l'honneur d'accuser à votre Excellence la réception de ses lettres du 6 et du 8 de ce mois relatives à la mise en vigueur de la nouvelle tarification des sucres déterminée par la Déclaration du 20 Novembre, 1866.

Il reste entendu que le nouveau régime sera appliqué à dater du 1 Mai prochain.

Je saisis, &c.

(Signé) CH. ROGIER.

(Translation.)

My Lord, *Brussels, March* 18, 1867.

I HAVE the honour to acknowledge the receipt of your Excellency's letters of the 6th and 8th instant, relative to the placing in operation the new Tariff for sugars, determined by the Declaration of the 20th November last.

It remains understood that the new system will be applied from the 1st of May next.

I avail, &c.

(Signed) CH. ROGIER.

No. 59.

Lord Stanley to Lord Howard de Walden.

My Lord, *Foreign Office, March* 19, 1867.

HER Majesty's Government are desirous to obtain, as early as possible, accurate information as to the mode in which each of the other three Powers, Contracting Parties to the Convention of the 8th of November, 1864, respecting duties and drawbacks on sugar, and propose to give effect thereto.

In your Lordship's despatch of the 23rd ultimo* you transmitted to me Tables of the duties and drawbacks to be established in Belgium. But before communicating those Tables to the sugar trade in this country, Her Majesty's Government would wish to know whether the Tables contain the scales finally adopted by the Belgian Government, and may be relied on as not liable to further alteration before the 1st of May next.

I have also to instruct your Lordship to ask for explanations showing how sugar in bond on the 1st of May in Belgium will be dealt with, and to procure information which will fully explain the mode in which it is proposed to treat sugar that may have been delivered at an earlier date than the 1st of May, under bond, for refining, or upon credit for payment of existing duties, or upon actual payment in cash of such duties.

Her Majesty's Government would be glad also to learn how it is proposed to prevent such sugars from receiving bounties in the shape of drawback under the new code, if that drawback is to be continued at the amount at present allowed.

I request that your Lordship will have the goodness to obtain, as soon as possible, the information thus sought for, as it is very necessary that Her Majesty's Government should be promptly made aware of any change in the existing regulations which may be adopted before the 1st of May.

I am, &c.

(Signed) STANLEY.

No. 60.

Lord Howard de Walden to Lord Stanley.—(*Received March* 30.)

My Lord, *Brussels, March* 29, 1867.

I HAVE the honour herewith to transmit a copy of a Royal Arrêté published yesterday, having for object the execution of the IIIrd Article of the International Convention of the 8th of November, 1864, and the Declaration signed at Brussels on the 20th of September, 1866, by the Commissioners of Great Britain, Belgium, France, and the Netherlands, in respect to a modification of the Excise and Custom-house duties on sugar.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

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* No. 50.

Inclosure in No. 60.

Decree.

Ministères des Affaires Etrangères et des Finances.

Exécution de l'Article III de la Convention Internationale du 8 Novembre, 1864, réglant le Régime des Droits sur les Sucres.

LEOPOLD II, Roi des Belges, à tous présents et à venir, Salut.

Vu les Articles I, II, III, IV, VII, et XVII de la Convention réglant le régime des droits sur les sucres, conclue à Paris, le 8 Novembre, 1864, entre la Belgique, la France, le Royaume Uni de la Grande Bretagne et d'Irlande et les Pays-Bas, dont les ratifications ont été échangées le 5 Juillet, 1863 ;

Vu le Protocole du 4 Juillet, 1866, qui reporte au 5 Octobre de la même année le délai fixé par l'Article III de la Convention du 8 Novembre, 1864 ;

Vu le procès-verbal signé à Bruxelles, le 20 Septembre, 1866, par les Commissaires délégués des quatre Gouvernements et constatant les résultats obtenus par les expériences pratiques de raffinage effectuées à Cologne sur 1,600,000 kilogrammes de sucres bruts de différentes espèces et origines, employées pour chaque classe dans les proportions que représentent approximativement les importations et la production de chaque pays ;

Attendu qu'il résulte de ce procès-verbal que les rendements obtenus, par 100 kilogrammes de sucre brut, sont évalués, en sucre raffiné en pains, aux quantités suivantes :—

Classe des Sucres Bruts.	No. de la Série des types Hollandais.	Rendement en Sucre Raffiné en Pains.
1re	Nos. 15 à 10	94
2e	Nos. 10 à 14	88
3e	Nos. 7 à 9	80
4e	Au-dessous du No. 7 ..	67

Vu l'Article 1 de la Loi du 27 Avril, 1865 ;

Sur la proposition de notre Ministre des Affaires Etrangères et de notre Ministre des Finances,

Nous avons arrêté et arrêtons :

Art. 1. L'accise sur les sucres bruts est fixée comme il suit :—

	Les 100 kilogs. Francs c.
Sucres bruts—	
Etrangers—	
Du No. 15 au No. 18 inclusivement	48 7
No. 10 au No. 15 exclusivement	45 0
No. 7 au No. 10 exclusivement	40 91
Au-dessous du No. 7	34 26
Indigènes	45 0

Art. 2. Les droits d'entrée sur les sucres, les sirops et les mélasses sont fixés comme il suit :—

	Les 100 kilogs. Francs c.
Sucres raffinés—	
Candis	54 70
En pains	51 13
Sucres bruts—	
Au-dessus du No. 18	51 13
No. 18 et au-dessous	Exempt.

Mélasses incristallisables provenant de la fabrication ou du raffinage du sucre et contenant moins de 50 pour cent de richesse saccharine, 15 francs les 100 kilogrammes.

Art. 3. La décharge de l'accise à l'exportation ou au dépôt en entrepôt public est fixée comme il suit :

	Les 100 kilogs. Francs c.
Sucres raffinés—	
Candis	54 70
En pains	51 13
Sucres bruts indigènes non humides—	
No. 11 et au-dessus	45 0
No. 8 à No. 11 exclusivement	40 91

Art. 4. Les Articles 2, 3, § 1, et 4, § 1, de la Loi du 27 Avril, 1865, sont remplacés par les Articles 1 à 3 ci-dessus.

Les Articles 2 et 3 de l'Arrêté Royal du 20 Juillet, 1865, sont rapportés.
Art. 5. Les dispositions qui précèdent sortiront leurs effets à partir du 1 Mai, 1867.
Notre Ministre des Finances est chargé de l'exécution du présent Arrêté.
Donné à Bruxelles, le 26 Mars, 1867.

(Signé) LEOPOLD.

Par le Roi :
Le Ministre des Affaires Etrangères,
(Signé) CH. ROGIER.
Le Ministre des Finances,
(Signé) FRERE-ORBAN.

(Translation.)

Decree.

Ministries of Foreign Affairs and of Finances.

Execution of Article III of the International Convention of the 8th November, 1864, regulating the System of Duty on Sugars.

LEOPOLD II, King of the Belgians, to all present, and to come, Greeting.
Seen the Articles I, II, III, IV, VII, and XVII of the Convention regulating the system of the duties on sugars, concluded at Paris, the 8th November, 1864, between Belgium, France, the United Kingdom of Great Britain and Ireland, and the Netherlands, of which the ratifications were exchanged, the 5th July, 1863 ;
Seen the Protocol of 4th July, 1866, which carries to the 5th October of the same year the delay fixed by Article III of the Convention of the 8th November, 1864 ;
Seen the Minute signed at Brussels, the 20th September, 1866, by the Commissioners delegated by the four Governments certifying to the results obtained by the practical experiments in refining carried out at Cologne on 1,600,000 kilogrammes of raw sugars of different kinds and origins made use of in each class in the proportions which represent by approximation the importations and productions of each country ;
Whereas it results from this Minute that the yields obtained per 100 kilogrammes of raw sugar are valued, in refined sugar in loaves, at the following quantities :—

Class of Raw Sugars.	No. of the Series of Dutch Standards.	Yield in Refined Loaf Sugar.
1st	Nos. 15 to 18	94
2nd	Nos. 10 to 14	88
3rd	Nos. 7 to 9	80
4th	Below No. 7	67

Seen the Article 1 of the Law of 27th April, 1865 ;
On the proposition of our Minister of Foreign Affairs and of our Minister of Finances,
We have decreed and do declare :
Article 1. The excise duty on raw sugars is fixed as follows :—

	The 100 kilogs. Fr. c.
Raw sugars—	
Foreign—	
From No. 15 to No. 18 inclusive	48 7
No. 10 to No. 15 exclusive	45 0
No. 7 to No. 10 exclusive	40 91
Below No. 7	34 26
Home-made	45 0

Art. 2. The import duties on sugars, syrups and molasses are fixed as follows :—

	The 100 kilogs. Fr. c.
Refined sugars—	
Candy	54 70
In loaves	51 13
Raw sugars—	
Above No. 18	51 13
No. 18 and below	Free

Uncrystallizable molasses produced from the manufactory or refining of sugar, and containing less than 50 per cent. of saccharine richness, 15 francs the 100 kilogrammes.

Art. 3. The excise drawback on exportation, or of deposit in the public warehouse, is fixed as follows:—

	The 100 kilogs. Fr. c.
Refined sugars—	
Candy	54 70
In loaves	51 13
Raw sugars, home-made, not moist—	
No. 11 and above	45 0
No. 8 to 11 exclusive	40 91

Art. 4. The Articles 2, 3, § 1, and 4, § 1, of the Law of 27th April, 1865, are replaced by the Articles 1 to 3 above.

The Articles 2 and 3 of the Royal Decree of 20th July, 1865, are revoked.

Art. 5. The preceding arrangements will take effect on and after the 1st of May, 1867.

Our Minister of Finances is charged with the execution of this present Decree.

Done at Brussels, the 26th March, 1867.

(Signed) LEOPOLD.

By the King:

The Minister of Foreign Affairs,

(Signed) Ch. Rogier.

The Minister of Finances,

(Signed) Frere-Orban.

No. 61.

Lord Howard de Walden to Lord Stanley.—(*Received March* 30.)

My Lord, *Brussels, March* 29, 1867.

I HAVE just received, at the moment of the departure of the post, the inclosed documents from the Foreign Office, as the answer to the questions made by the Financial Department to your Lordship's question.

I learn that the Royal Arrêté was signed at once, in consequence of your Lordship's questions, with a view to meet any future difficulties for want of sufficient notice, and that the notification following the Royal Arrêté was added subsequently with that view, no reservation being made for any exceptions after the 1st of May.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure in No. 61.

Documents communicated to Lord Howard de Walden by the Belgian Foreign Office.

(No. 1065.)

Douanes.

Bureaux ouverts à l'Exportation des Sucres avec Décharge des Droits d'Accise.

Windsor, le 7 Avril, 1865.

LEOPOLD, Roi des Belges,

A tous présents et à venir, salut.

Vu la Loi Générale de Perception du 26 Août, 1822, et la Loi du 6 Août, 1849, modifiée par celle du 1 Mai, 1858, sur le transit;

Revu notre Arrêté du 8 Août, 1847, et nos Arrêtés subséquents concernant les attributions des Bureaux de Douane;

Sur la proposition de notre Ministre des Finances,

Nous avons arrêté et arrêtons:

Article 1. Les Bureaux de Douane indiqués ci-après sont désignés spécialement pour l'exportation des sucres bruts de betterave et des sucres raffinés avec décharge des droits d'accise:

Bureaux désignés pour		Voies autorisées pour l'Exportation.
La Vérification en Détail. (Art. 67 de la Loi Générale.)	La Visite à la Sortie. (Arts. 55 et 65 de la Loi Générale et Art. 19 de la Loi du 6 Août, 1849.) Et la Décharge des Permis d'Exportation.	
Anvers	Anvers	Par mer et par rivières : *l'Escaut et le Canal.*
Bruxelles ..		
Bruges	Ostende	Par mer ; *le Canal de Bruges à Ostende.*
Ostende ..		
Gand	Selzaete	Par mer et par rivières : *le Canal de Terneuzen.*
Anvers	Erquelinnes, Esschen (station), Mouscron (station), Quiévrain (station), Sterpenich, et Welkenraedt	Par chemin de fer.
Arlon		
Bruges		
Bruxelles ..		
Courtrai ..		
Gand		
Liége		
Louvain ..		
Mons		
Ostende ..		
Termonde ..		
Tournay ..		
Erquelinnes	Erquelinnes	Par chemin de fer.
Esschen (station) ..	Esschen (station)	
Mouscron (id.) ..	Mouscron (id.)	
Quiévrain (id.) ..	Quiévrain (id.)	
Sterpenich	Sterpenich	
Verviers	Verviers	

"Moniteur," No. 111.—Cet Arrêté devient exécutoire le 4 Mai, 1865.

Art. 2. Les dispositions de nos Arrêtés antérieurs concernant la désignation de bureaux ouverts à l'exportation des sucres avec décharge de l'accise sont rapportées.

Notre Ministre des Finances est chargé de l'exécution du présent Arrêté.

(Signé) LEOPOLD.

Par le Roi :

Le Ministre des Finances,

(Signé) FRERE-ORBAN.

(No. 1066.)

ACCISES.

Loi qui approuve la Convention Internationale réglant le Régime de l'Accise sur les Sucres.

Laeken, le 27 Avril, 1865.

LEOPOLD, Roi des Belges,

A tous présents et à venir, salut.

Les Chambres ont adopté et nous sanctionnons ce qui suit :

Article 1. La Convention relative au régime des sucres, conclue à Paris le 8 Novembre, 1864, entre la Belgique, la France, le Royaume Uni de la Grande Bretagne et d'Irlande, et les Pays Bas, sortira son plein et entier effet.

Art. 2. L'accise sur les sucres bruts est fixée comme il suit :

	Les 100 kilogrammes. Francs c.
Sucres bruts—	
Etrangers—	
Au-dessous du No. 7	40 50
Du No. 7 au No. 10 exclusivement	43 0
Du No. 10 au No. 15 exclusivement	45 0
Du No. 15 au No. 18 inclusivement	46 0
Indigènes	45 0

* Présentation du Projet de Loi : Annales Parlementaires, session de 1864–65, pages 37 et 132. Rapport à la Chambre des Représentants : Annales Parlementaires, même session, pages 581 et 483. Discussion : Annales Parlementaires, même session, pages 633 à 745. Rapport au Sénat : Annales Parlementaires, même session, pages 355 et xli. Discussion : Annales Parlementaires, même session, pages 365 à 381. Publication de la Loi, "Moniteur" No. 120.

Art. 3. § 1. Les droits d'entrée sur les sucres, les sirops, et les mélasses sont fixés comme il suit :

	Les 100 kilogs. Francs	c.
Sucres raffinés—		
Candis	59	0
En pains..	55	50
Sucres bruts—		
Au-dessus du No. 18	55	50
No. 18 et au-dessous	1	20
Mélasses incristallisables provenant de la fabrication ou du raffinage du sucre, et contenant moins de 50 pour cent de richesses saccharine	15	0

§ 2. Les mélasses contenant 50 pour cent, ou plus, de richesse saccharine, et les sirops de fabrication contenant du sucre cristallisable, sont assimilés aux sucres bruts pour les droits d'accise et de douane.

§ 3. Le Gouvernement pourra ramener les droits à l'importation des sucres raffinés aux taux des drawbacks fixés pour les mêmes sucres par l'Article 4, dès que ces droits auront été établis d'après la même base dans les Pays Bas.

§ 4. Le Gouvernement est en outre autorisé à supprimer le droit d'entrée de 1 franc 20 centimes sur les sucres bruts, lorsque la surtaxe de 2 francs imposée à l'entrée des sucres de betterave en France sera supprimée. La décharge à l'exportation sera modifiée en même temps, de manière à maintenir entre l'accise et le drawback le rapport qui existe aujourd'hui entre les droits d'accise et de douane et le drawback.

§ 5. Les sucres du No. 18 exclusivement au No. 20 inclusivement peuvent être admis par Arrêté Royal à un droit d'entrée supérieur de 2 pour cent, au moins, au montant du droit d'accise sur les sucres des Nos. 15 à 18.

Art. 4. § 1. La décharge de l'accise à l'exportation est fixée comme il suit :

	Les 100 kilogs. Francs	c.
Sucre brut indigène non humide—		
No. 8 à 11 exclusivement	43	0
No. 11 et au-dessus	45	0
Sucres raffinés—		
En pains	53	50
Candis	57	0

§ 2. Le Gouvernement peut subordonner la liquidation définitive de la décharge des droits sur le sucre exporté, à la production de la quittance ou de tout autre document officiel délivré à l'entrée du pays limitrophe, et établissant la conformité quant à la quantité et à la classe du sucre entre les déclarations faites dans les deux pays.

§ 3. La justification dont parle le paragraphe précédent est également applicable au cas de transit.

Art. 5. Lorsque le déficit constaté dans les recettes à la fin d'un trimestre n'est pas couvert par la répartition mentionnée à l'Article 6 de la Loi du 18 Juin, 1849, le minimum de recette du trimestre suivant est augmenté de la somme qui manque, et ainsi de suite, de trimestre en trimestre, jusqu'à ce que l'intégralité du déficit soit recouvrée.

Art. 6. § 1. Dans le cas prévu par l'Article précédent, il est fait, au profit du trésor, sur le montant des décharges à accorder à l'exportation ou au dépôt en entrepôt des sucres bruts de betterave indigènes et des sucres raffinés, des retenues calculées ensemble à 50 centimes par 100,000 francs de déficit constaté, sans tenir compte des manquants ayant déjà donné lieu à des retenues.

§ 2. Le Gouvernement fixe la quotité des retenues, en les répartissant entre la décharge afférente aux sucres bruts et celle afférente aux sucres raffinés, proportionnellement à la quantité de chacune de ces deux espèces de sucre exportée ou déposée en entrepôt pendant les quatre derniers trimestres.

§ 3. Si, pendant deux trimestres consécutifs, la recette du trésor dépasse le minimum légal, la quotité des retenues fixée en vertu du paragraphe précédent est réduite dans la même proportion.

§ 4. L'Article 9 de la Loi du 18 Juin, 1849, est applicable à ces retenues.

Art. 7. Les sucres bruts de betterave indigènes sont admissibles en entrepôt public sous le régime du § 5 de l'Article 35 de la Loi du 4 Avril, 1843, avec dispense de cautionnement.

Art. 8. § 1. Par modification au § 1 de l'Article 44 de la Loi du 26 Mai, 1856, l'accise sur la fabrication des glucoses granulées est portée à 27 francs par 100 kilogrammes de fécule sèche employée.

Elle ne peut être inférieure à 8 francs par hectolitre de la capacité brute de la cuve de saccharification.

§ 2. Le fabricant est tenu de comprendre dans la déclaration exigée par l'Article 42 de la dite Loi, l'indication de l'espèce de glucose qu'il entend fabriquer.

Art. 9. Sont abrogés—

L'Article 2 de la Loi du 16 Mai, 1847, et l'Article 5 de la Loi du 15 Mars, 1856.

Art. 10. § 1. L'Article 6 n'est pas applicable au déficit qui serait éventuellement constaté dans la recette, à la date de la mise en vigueur de la présente Loi.

§ 2. Les décharges de droits ne seront d'ailleurs frappées d'aucunes retenues avant le 1 Janvier, 1866.

Art. 11. § 1. Les §§ 3 et 4 de l'Article 3 et les Articles 4 à 10 ci-dessus sont obligatoires à partir du 1 Avril, 1865, et les dispositions contenues dans l'Article XVI de la Convention du 8 Novembre, 1864, à partir de la campagne 1865-66.

§ 2. Le Gouvernement déterminera la date de la mise en vigueur des autres dispositions de la présente Loi.

Promulguons la présente Loi, ordonnons qu'elle soit revêtue du sceau de l'Etat et publiée par la voie du "Moniteur."

(Signé) LEOPOLD.

Par le Roi:
Le Ministre des Affaires Etrangères,
(Signé) CH. ROGIER.
Le Ministre des Finances,
(Signé) FRERE-ORBAN.

Convention.

[See p. 1.]

(No. 1067.)

3e DIRECTION.— ACCISES.

No. 2335.—*Exécution partielle de la Loi du* 27 *Avril*, 1865, *et de quelques Dispositions de Lois Antérieures.*

Bruxelles, le 1 *Mai*, 1865.

LA loi du 27 Avril, 1865, portant approbation de la Convention du 8 Novembre, 1864, relative au régime des sucres en Belgique, en France, en Angleterre et dans les Pays Bas, se trouve insérée au Recueil sous le No. 1066, avec le texte de la dite Convention. Aux termes du 1er alinéa de l'Article 11, les §§ 3 et 4 de l'Article 3 et les Articles 4 à 10 de cette Loi sont exécutoires à partir du 1 Avril, 1865, et l'Article XVI de la Convention à partir de la campagne 1865–66. On prescrit ci-après les mesures pour l'exécution de ces Articles et de quelques autres dispositions déjà en vigueur aujourd'hui.

(Articles 1, 2 et 3 de la Loi.)

§ 1. Les Articles 1 et 2 et les §§ 1 et 2 de l'Article 3 de la Loi n'étant applicables qu'à la date qui sera ultérieurement fixée par le Gouvernement en exécution du § 2 de l'Article 11, les droits d'entrée et d'accise sur les sucres bruts, sur les sucres raffinés et sur les sirops et mélasses provenant de l'étranger, continueront, en attendant, à être perçus aux mêmes taux et d'après les mêmes bases que par le passé.

(Article 4.)

§ 2. L'Article 4 de la Loi fixe une décharge différente selon que le sucre brut de betterave indigène exporté en apurement d'un compte de crédit à termes est égal ou supérieur au No. 11 ou bien inférieur à ce numéro, sans descendre toutefois au-dessous du No. 8. La décharge est de 45 francs les 100 kilogrammes pour la première catégorie et de 43 francs pour la seconde. Pour être admissible à l'exportation avec décharge de l'accise, le sucre doit, dans tous les cas, aux termes du même Article, être exempt d'humidité, c'est-à-dire, présenter le degré de siccité du sucre dit "de qualité marchande."

§ 3. La décharge à imputer au compte No. 112 variant suivant la qualité du sucre, il en résulte pour l'intéressé l'obligation d'indiquer dans sa déclaration le numéro du sucre qu'il veut exporter ou déposer en entrepôt public. Le document (permis d'exportation No. 137, ou permis de dépôt No. 260) porte ainsi l'une des mentions suivantes:—

"Sucre brut de betterave indigène de la 1e catégorie, No. , &c.; ou bien—
"Sucre brut de betterave indigène de la 2e catégorie, No. , &c."

§ 4. Des échantillons types sont fournis par l'Administration à tous les Bureaux de Douane et à tous les entrepôts publics où des sucres bruts de betterave indigènes peuvent être soumis à la vérification des agents de l'Administration (voir R. 1065). Le Chef

Supérieur de la Douane est autorisé à laisser prendre inspection des types par les intéressés, mais il lui est expressément interdit de s'en dessaisir sous aucun prétexte.

§ 5. Les employés vérifient avec le plus grand soin, tant sous le rapport du poids que de la qualité, les sucres bruts de betterave indigènes présentés à l'exportation ou à l'entrée d'un entrepôt public. Lorsque le sucre brut de betterave, reconnu admissible à la décharge d'après la catégorie indiquée par l'intéressé, est exporté ou déposé en entrepôt public, en sacs de mêmes dimensions, ayant un poids uniforme, et que le déclarant remet à la Douane pour tous les colis compris dans le permis No. 137 une note indiquant le nombre de sacs ainsi que le poids bruts et le poids net de chacun d'eux, les employés peuvent, s'il n'y a pas de soupçon de fraude, se borner à désigner un colis sur dix pour en constater le poids brut. Quant au poids net, on procède comme il suit: on vide au moins 1 franc 20 centimes de sacs, et après avoir pesé les sacs vidés, on calcule, au moyen du poids obtenu, celui de l'ensemble des sacs. Il est accordé une bonification de un dixième de kilogramme (100 grammes) par sac de 100 kilogrammes au moins, pour le sucre resté adhérent au tissu. Les employés ne peuvent, dans aucun cas, vérifier un nombre de colis ou d'emballages inférieur au chiffre des proportions ci-dessus.

§ 6. A chaque expédition de sucre un échantillon revêtu du cachet de l'Administration et portant l'indication du numéro, de la date et du bureau de délivrance du document, ainsi que de la qualité et de la catégorie de la marchandise, est levé par les employés du Bureau de Vérification et joint au permis d'exportation, avec lequel il doit être représenté au Bureau de Sortie, où on le conserve pendant six mois.

§ 7. Par analogie, avec ce qui est prescrit par l'Article 61 de la Loi du 4 Avril, 1843, relativement aux sucres raffinés, la décharge de l'accise est refusée lorsque le sucre brut de betterave présenté à l'exportation ou en entrepôt public est au-dessous du No. 8, ou bien encore lorsque, déclaré être de la première catégorie, il a été reconnu appartenir à la seconde. Le refus de décharge est indépendant des peines prononcées par les lois en vigueur. Les employés ne déclarent procès-verbal de contravention aux Articles 25, § 2, de la Loi du Transit, R. 699, ou 213 de la Loi Générale du 26 Août, 1822, que lorsqu'ils reconnaissent l'intention manifeste de fraude et après en avoir au préalable référé au fonctionnaire supérieur du Bureau ou de l'Entrepôt.

§ 8. Le compte No. 12 est déchargé des quantités nettes constatées à la vérification. Le taux de la décharge à porter en tête des colonnes 16 et 17 du compte et à appliquer éventuellement aux quantités de sucre exportées ou déposées en entrepôt public est de 45 ou de 43 francs, selon que le sucre est de la première ou de la deuxième catégorie.

§ 9. Afin d'écarter les causes d'erreurs dans l'imputation en décharge au compte No. 112 des quantités de sucre brut de betterave exportés ou déposées en entrepôt public, les employés ont toujours soin d'indiquer dans leur certificat de vérification, au verso du permis No. 137 ou No. 260, le numéro du sucre reconnu par eux, ainsi que la quantité nette constatée.

§ 10. Si du sucre brut de betterave déposé en entrepôt public avec décharge de l'accise est ultérieurement déclaré en consommation, le taux de l'accise à porter dans la quittance No. 258 est égal au montant de la décharge accordé lors du dépôt, en exécution de l'Article 240 du Règlement Général sur les Entrepôts.

§ 11. Lors de la formation du relevé No. 322, le receveur a soin d'inscrire sur deux lignes distinctes les quantités de sucre brut exportées ou déposées en entrepôt public à des décharges différentes. Il porte dans la 10e colonne du tableau No. 1, sur la première des lignes tracées en regard du nom du raffineur ou du fabricant raffineur, les quantités auxquelles a été appliquée la décharge de 45 francs, et sur la seconde les quantités exportées avec la décharge de 43 francs.

§ 12. En ce qui concerne les sucres bruts de betterave déposés en entrepôt public, sous le régime de l'Article 38 de la Loi du 4 Mars, 1846, R. 12, avant la mise en vigueur de la Loi du 27 Avril, 1865, ils peuvent être exportés sans distinction de numéro et mention en est faite dans le permis d'exportation.

§ 13. Pour donner droit à la décharge fixée par l'Article 4, les sucres raffinés en pains et les candis doivent, comme par le passé, présenter les conditions exigées par les Articles 3 et 4 de la Loi du 18 Juin, 1849, et par le § 2 de l'Article IX du Traité du 1 Mai, 1861, R. 851, page 23.

§ 14. Le contrôleur local ou à son défaut le receveur des douanes surveille attentivement les vérifications de sucres exportés ou déposés en entrepôt avec décharge de l'accise. Ces fonctionnaires participent le plus souvent possible à ces opérations.

§ 15. Conformément à l'Article 11 de la Loi, R. 1,066, l'Article 4 est exécutoire à partir du 1 Avril, 1865. Il sera en conséquence accordé, dans les comptes, une bonification ou décharge supplémentaire de francs 2·25 par 100 kilogrammes de sucre en pains, et de francs 1·25 par 100 kilogrammes de sucre candi, exporté ou déposé en entrepôt public

depuis cette date jusqu'à la réception de la présente, alors même que les documents délivrés à cet effet seraient antérieurs au 1 Avril. Quant au sucre brut de betterave exporté ou déposé en entrepôt public pendant la même période, la décharge de 45 francs lui restera définitivement acquise. Dans le compte No. 112 et dans le relevé No. 322, ce dernier sucre sera considéré comme étant au moins égal au No. 11, c'est-à-dire, de la première catégorie (§ 3).

(Art. 7.)

§ 16. D'après l'Article 7, les sucres bruts de betterave indigènes peuvent être déposés en apurement des comptes de fabrication No. 321, dans les entrepôts publics, sous le régime d'entrepôts fictifs. Ce dépôt diffère de ceux qui sont effectués dans les entrepôts fictifs proprement dits, en ce qu'il n'est pas soumis à un cautionnement. De plus, il tombe, en ce qui concerne les recensements et les droits de magasin, sous l'application des sections 14 et 18, chapitre iii, du Règlement Général sur les Entrepôts.

§ 17. Pour ces deux espèces de dépôts, il n'est pas nécessaire que l'on déclare le numéro du sucre. Les employés veillent simplement à ce que le sucre présenté soit de qualité marchande (Article 319 du Règlement Général sur les Entrepôts). Il importe de remarquer que si le sucre emmagasiné sous le régime d'entrepôt fictif est ensuite déclaré sur un compte de crédit à termes No. 112, la catégorie à laquelle il appartient ne doit être indiquée qu'alors qu'il est ultérieurement exporté ou déposé en entrepôt public avec décharge de l'accise (§§ 3 et 19).

§ 18. On appelle tout particulièrement l'attention des receveurs sur la différence qu'il y a entre les dépôts en entrepôt public sous le régime de l'Article 7 de la Loi du 27 Avril, 1865, R. 1,066, et les dépôts effectués sous le régime de l'Article 38 de la Loi du 4 Mars, 1846, R. 12. Du reste, dans le but de faciliter leur tâche aux fonctionnaires chargés de la tenue et de la vérification des comptes de sucre, on résume ci-après, en ce qui concerne le sucre brut de betterave indigène, tous les mouvements autorisés par la législation en vigueur, R. 851 et R. 1,066, et tels qu'ils résulteut des différents modes d'apurement: 1, du compte de fabrication No. 321; 2, du compte d'entrepôt public No. 12 (régime de l'entrepôt fictif); 3, du compte d'entrepôt fictif No. 12; et 4, du compte de crédit à termes No. 112.

1. Le compte de fabrication No. 321 s'apure par—
   - *a.* Déclaration en consommation avec payement des droits au comptant (quittance No. 258);
   - *b.* Déclaration en consommation avec prise en charge des droits à un compte de crédit à termes No. 112 ouvert à un négociant ou à un raffineur, ou bien au fabricant lui-même en qualité de négociant ou de raffineur, § 90, R. 853 (passavant-à-caution No. 132);
   - *c.* Déclaration sur un entrepôt public (régime d'entrepôt fictif, Art. 7 de la Loi du 27 Avril, 1865, R. 1066 (passavant-à-caution No. 132);
   - *d.* Déclaration sur un entrepôt fictif, § 120, R. 852 (passavant-à-caution No. 132);
   - *e.* Déclaration en exemption de l'accise à destination d'une distillerie; Arrêtés Royaux du 5 Mai, 1855, et du 20 Décembre, 1860, R. 500 et 825 (passavant-à-caution No. 132).
2. Le compte d'entrepôt public No. 12 (régime d'entrepôt fictif); et, 3, Le compte d'entrepôt fictif No. 12 s'apurent par—
   - *a.* Déclaration en consommation au comptant (quittance No. 258);
   - *b.* Déclaration en consommation avec prise en charge des droits à un compte de crédit à termes No. 112, ouvert à un négociant ou à un raffineur ou bien à un fabricant en qualité de négociant ou de raffineur (passavant à-caution No. 132);
   - *c.* Transfert sur un autre entrepôt public (régime d'entrepôt fictif) ou sur un autre entrepôt fictif (passavant-à-caution No. 132);
   - *d.* Déclaration en exemption de l'accise à destination d'un distillerie (passavant-à-caution No. 132);
4. Le compte de crédit à termes No. 112, suivant qu'il est ouvert à—

   Un négociant ou à un fabricant en qualité de négociant, s'apure par payement des droits à l'échéance (quittance No. 258);

   Un raffineur, ou à un fabricant raffineur, s'apure par—
   - *a.* Payement des droits à l'échéance (quittance No. 258);
   - *b.* Exportation de sucre raffiné ou de sucre brut de betterave (permis No. 137);
   - *c.* Dépôt en entrepôt public de sucre raffiné ou de sucre brut de betterave (permis No. 260).

§ 19. Il ressort à l'évidence des indications qui précèdent que le sucre brut de betterave ne peut jamais être exporté ou déposé en entrepôt public, avec décharge de l'accise, en apurement d'un compte de fabrication No. 321, ni d'un compte d'entrepôt public (régime d'entrepôt fictif), ni enfin d'un compte d'entrepôt fictif. Ces mouvements ne sont autorisés qu'en apurement du compte de crédit à termes No. 112 ouvert à un redevable en qualité de raffineur ou de fabricant raffineur. Les motifs qui s'opposent à ce que les comptes de négociants soient apurés par exportation ou dépôt en entrepôt public se trouvent expliqués aux §§ 110 de l'instruction R. 852, et 90 de l'instruction R. 853.

(Article 8.)

§ 20. Le § 1 de l'Article 8 porte le taux de l'accise établie par l'Article 44 de la Loi du 26 Mai, 1856, de 10 à 27 francs par 100 kilogrammes de fécule sèche employée à

la fabrication des glucoses granulées. Les receveurs ne perdront pas de vue que le § 2 du même Article impose au fabricant l'obligation de mentionner dans sa déclaration de travail l'espèce de glucose (granulée ou en sirop) qu'il se propose de produire.

§ 21. La liquidation des droits a lieu en suivant les règles tracées par les §§ 14 et 15 de l'instruction R. 853. Seulement, en ce qui concerne la fabrication des glucoses granulées, le minimum de prise en charge de 8 francs par hectolitre de cuve de saccharification, correspond à l'emploi de 29 kilogrammes 630 grammes de fécule sèche, tandis que le minimum de 3 francs pour les glucoses en sirop correspond à l'emploi de 30 kilogrammes de fécule sèche (R. 853, §§ 14 et 15).

(Article 9.)

§ 22. L'Article 2 de la Loi du 16 Mai, 1847, et l'Article 5 de la Loi du 15 Mars, 1856, R. 851, étant abrogés par l'Article 9 de la Loi du 27 Avril, 1865, il y a lieu de considérer comme supprimées toutes les dispositions des instructions R. 852 et 853 concernant ces Articles.

(Article XVI de la Convention.)

§ 23. Aux termes de l'Article XVI de la Convention la prise en charge dans les fabriques de sucre est portée, à partir de la campagne 1865-66, à 1,475 grammes par hectolitre de jus et par degré du densimètre à la température de 15°. Le chiffre de 1,475 grammes sera en conséquence substitué au chiffre de 1,400 grammes partout où ce dernier se trouve mentionné dans les lois et les instructions R. 851, 852, et 853.

§ 24. Pour l'application des Articles 6 et 7 de la Loi du 26 Mai, 1856, R. 851, on doit considérer comme récipient tout vaisseau mobile ou fixe, quelle que soit d'ailleurs sa capacité, destiné à tenir du jus en réserve pendant que le monte-jus fonctionne. Sont exemptés des conditions imposées par les Articles 6 et 7 précités, les conduits destinés à amener directement le jus des presses au monte-jus, lorsqu'ils sont de dimensions uniformes dans tout leur parcours.

§ 25. Il est expressément recommandé aux employés chargés de la surveillance dans les fabriques de sucre de comprendre toujours le monte-jus, avec indication de sa capacité, dans le procès-verbal de jaugeage, dressé en exécution du § 2 de l'Article 10 de la Loi du 26 Mai, 1856. La contenance de ce vaisseau se détermine par jaugeage métrique.

§ 26. Aux termes de l'Article 33, § 1, de la Loi du 26 Mai, 1856, R. 851, les employés de permanence dans les fabriques de sucre de betterave doivent, avant de prendre le jus d'épreuve pour en déterminer la densité, faire agiter convenablement le liquide afin d'amener à une densité uniforme tout le volume de jus que renferme la chaudière à déféquer. Nonobstant les fréquentes recommandations qui sont faites à ce sujet par les fonctionnaires chargés de la surveillance des fabriques de sucre, on est parvenu, dans quelques usines, en ne mouvant qu'imparfaitement le liquide, à fausser la constatation de la densité et à réduire ainsi le chiffre de la prise en charge. Le moyen de déjouer cette manœuvre et d'amener le fabricant à faire opérer convenablement le mélange du jus dont la densité doit être constatée, consiste à prendre le jus d'épreuve au fond de la chaudière à déféquer. A cette fin, des pipettes semblables à celles dont se servent les marchands de vins sont mises à la disposition des employés de permanence. Ces pipettes, qui sont construites en zinc, consistent en un tube cylindrique, d'environ 3½ centimètres de diamètre sur 1 mètre 25 centimètres de longueur, muni d'une anse. L'orifice supérieur est fermé par une rondelle de cuivre adaptée au tube au moyen d'un pas de vis et percée d'un trou destiné à l'introduction de l'air. Pour puiser le jus d'épreuve on prend la pipette par l'anse et, après avoir fermé à l'aide du pouce l'ouverture pratiquée à la partie supérieure, on descend l'instrument jusque près du fond de la chaudière, puis on lève le pouce. Le jus entre alors dans le cylindre, et quand celui-ci est rempli, on pose de nouveau le pouce sur l'ouverture, puis on retire l'instrument et on le vide dans l'éprouvette (R. 852, § 73), en ayant soin, le cas échéant, de reverser dans la chaudière l'excédant de jus qu'il contient.

§ 27. Les employés de permanence se conforment scrupuleusement aux prescriptions de l'Article 32 de la Loi du 26 Mai, 1856, R. 851, en ne permettant dans aucun cas et sous aucun prétexte que les chaudières à déféquer soient chargées au-delà neuf-dixièmes de leur capacité, telle qu'elle a été établie en vertu de l'Article 12 de la même Loi. Si une chaudière présente une inclinaison quelconque, les employés veillent à ce qu'elle ne soit remplie que jusqu'à la bande la moins élevée.

§ 28. Pour lire la densité du jus accusée par le densimètre, les employés doivent, conformément aux explications contenues dans les notices sur les procédés de fabrication, page 19 et 20 de l'introduction, "considérer comme véritable point d'affleurement la surface plane du liquide et non le sommet de la courbe que la capillarité détermine contre la tige de l'instrument."

§ 29. L'expérience a démontré l'utilité de modifier et de compléter le § 42 de l'instruction R. 853, qui est remplacé par la disposition suivante: "D'après le § 1 de l'Article 24 de la Loi du 26 Mai, 1856, R. 851, les chaudières à déféquer doivent être chargées suivant le rang que leur assigne leur numéro. Il n'en résulte pas que l'on ne puisse laisser couler du jus dans une chaudière lorsqu'une autre est déjà en chargement, mais, dans ce cas, la première déclarée doit être remplie sans interruption. Il va de soi que le fabricant emploie un bulletin distinct pour chacune d'elles."

Au nom du Ministre :
Le Directeur-Général,
(Signé) ADAN.

(No. 1076.)

ACCISES.

Mise en Vigueur de la Convention Internationale réglant le Régime des Sucres.

Laeken, le 20 *Juillet,* 1865.

LEOPOLD, Roi des Belges,

A tous présents et à venir, salut.

Vu la Convention réglant des droits sur les sucres, conclue à Paris le 8 Novembre, 1864, entre la Belgique, la France, le Royaume Uni de la Grande Bretagne et d'Irlande, et les Pays Bas, dont les ratifications ont été échangées à Paris, le 5 Juillet 1865;

Vu la déclaration du Gouvernement Français portant que la surtaxe de 2 francs par 100 kilogrammes de sucre brut de betterave importé de Belgique en France sera supprimée dès la mise en vigueur de la Convention internationale, à la condition que le droit d'entrée de 1 franc 20 centimes sur les sucres bruts importés de France en Belgique soit aboli;

Vu la déclaration par laquelle les Gouvernements de Belgique et des Pays Bas s'engagent à renoncer à la faculté mentionnée à l'Article XIV de la Convention, en ce qui concerne la surtaxe de 4 pour cent sur les sucres raffinés importés;

Vu les Articles 3, §§ 3 et 4, et l'Article 11 de la Loi du 27 Avril, 1865;

Sur la proposition de notre Ministre des Affaires Etrangères et de notre Ministre des Finances;

Nous avons arrêté et arretons:

Article 1. Sont obligatoires à partir du 1 Août,1865, les Articles 1, 2 et 3, §§ 1 et 2, de la Loi du 27 Avril, 1865.

Art. 2. Par modification à l'Article 4 de cette Loi, la décharge de l'accise à l'exportation est fixée comme il suit:

	Les 100 kilogs. Francs c.
Sucres raffinés—	
En pains	52 87
Candis	56 57

Art. 3. Les droits d'entrée sur les sucres mentionnés à l'Article 3 de la dite Loi sont ramenés au taux suivant:

Sucrés raffinés—Candis, même taux que la décharge ci-dessus.
„ En pains „ „
Sucres bruts—Au-dessus du No. 18, comme sucre raffiné en pains.
„ No. 18 et au-dessous, exempts.

Notre Ministre des Finances est chargé de l'exécution du présent Arrêté.

(Signé) LEOPOLD.

Par le Roi:
Le Ministre des Affaires Etrangères,
(Signé) CH. ROGIER.
Le Ministre des Finances,
(Signé) FRERE-ORBAN.

(No. 1077.)

3e Direction.—Accises.

No. 4576.—*Exécution de la Loi du* 27 *Avril,* 1865, *portant Approbation de la Convention Internationale sur le Régime des Sucres.*

Bruxelles, le 25 *Juillet,* 1865.

L'ARRETE Royal du 20 Juillet, 1865, R. 1,076, rend obligatoires à partir du 1 Août les Articles 1, 2, et 3, §§ 1 et 2, de la Loi du 27 Avril, 1865. Les mesures suivantes sont arrêtées pour l'exécution de ces Articles; les autres dispositions de la dite Loi, obligatoires depuis le 1 Avril, 1865, ont été réglementées par la circulaire R. 1,067.

(Article 1 de la Loi.)

§ 1. Aux termes de cet Article les dispositions de la Convention Internationale du 8 Novembre, 1864, qui n'ont pas été reproduites dans la Loi du 27 Avril, 1865, entrent en vigueur dès le 1 Août prochain.

(Article IX de la Convention.)

§ 2. Les sucres dits poudres blanches, égaux en qualité aux sucres mélis, donnent lieu à la même décharge que ces derniers en cas d'exportation ou de dépôt en entrepôt. Les employés ne perdront pas de vue que cette décharge est subordonnée à la condition expresse que ces sucres soient parfaitement épurés et séchés, et conformes à l'échantillon type A, qui sera envoyé aux bureaux des douanes et aux entrepôts.

§ 3. Les §§ 6 et 14 de la circulaire R. 1,067 sont applicables aux exportations de poudres blanches.

§ 4. Bien que jouissant de la même décharge, les quantités de sucres en pains et de sucres dits poudres blanches, exportées ou déposées en entrepôt, seront renseignées sur deux lignes distinctes dans la 9e colonne du Tableau No. 1 de Relevés No. 322.

(Article X de la Convention.)

§ 5. Les sucres raffinés en poudre dits vergeoises, cassonades ou bâtardes, donnent lieu à une décharge de 46, de 45 ou de 43 francs selon " qu'ils ne sont pas inférieurs, quant à la nuance," aux types No. 2, No. 3, ou No. 4 mentionnés au § 11 ci-près ; s'ils sont inférieurs à ce dernier type, la décharge est de 40 francs 50 centimes.*

§ 6. Les employés veilleront à ce que sous le nom de vergeoises, cassonades ou bâtardes, on n'exporte pas des sucres bruts, notamment des sucres bruts de betterave inférieurs au No. 11. L'odeur et le goût ne peuvent laisser aucun doute à cet égard, les premiers étant seuls comestibles.

§ 7. Les §§ 6, 11, et 14 de la Circulaire R. 1,067 sont applicables aux sucres raffinés en poudre (vergeoises, &c.).

(Article XII de la Convention ; disposition finale.)

§ 8. Les mélados ou sucres liquides,† assimilés aux sucres bruts, sont soumis au droit de 40 francs 50 centimes les 100 kilogrammes, comme sucres bruts de la 4e classe (§ 11).

(Article XIII de la Convention ; disposition finale.)

§ 9. D'après le dernier paragraphe de l'Article XIII de la Convention Internationale, les vergeoises sont assimilées aux sucres bruts à l'importation dans le pays. Elles sont, en conséquence, selon leur nuance, soumises aux droits d'accise de 46 francs, 45 francs, 43 francs, ou 40 francs 50 centimes les 100 kilogrammes (§ 11).

§ 10. Les dispositions contenues dans les §§ 11 et 12 ci-après sont applicables aux vergeoises importées.

(Article 2 de la Loi.)

§ 11. D'après l'Article 2 de la Loi, le ssucres bruts importés sont divisés, pour la perception des droits, en quatre classes déterminées par les types Nos. 1, 2, 3, et 4, qui correspondent aux numéros Hollandais 19, 15, 10, et 7.

La première classe (droit de 46 francs les 100 kilogrammes) comprend les sucres inférieurs, quant à la nuance, au type No. 1, en descendant jusqu'au type No. 2 inclusivement ;

* Il n'échappera pas que tous les sucres raffinés (tels que candi manqué, &c.), autres que ceux qui sont mentionnés aux Articles VII, VIII, IX, et X de la Convention du 8 Novembre, 1864, donnent lieu à la décharge de 45 francs conformément au dernier alinéa du No. 2 de l'Article IX du Traité du 1 Mai, 1861.

† Les mélados consistent en jus de canne déféqué, ayant subi un certain degré de concentration. Au lieu de le faire cristalliser dans des formes, on le met dans des barriques et on l'embarque lorsqu'il est encore à l'état liquide. La purgation et la cristallisation ont lieu, mais d'une manière très-imparfaite, pendant le voyage.

La deuxième classe (droit de 45 francs les 100 kilogrammes), les sucres inférieurs au type No. 2, en descendant jusqu'au type No. 3 inclusivement ;

La troisième classe (droit de 43 francs les 100 kilogrammes), les sucres inférieurs au type No. 3, en descendant jusqu'au type No. 4 inclusivement ;

La quatrième classe (droit de 40 francs 50 centimes les 100 kilogrammes), les sucres inférieurs au type No. 4.

§ 12. Des séries de types sont fournies par l'Administration aux bureaux de douane et aux entrepôts publics où des sucres bruts étrangers peuvent être soumis à la vérification des agents de l'Administration. Le Chef Supérieur de la Douane est autorisé à laisser prendre inspection des types par les intéressés, mais il lui est expressément interdit de s'en dessaisir.

§ 13. Il sera donné des instructions spéciales aux agents de l'Administration près de ces bureaux et entrepôts pour ce qui concerne les opérations de vérification.

(Article 3 de la Loi.)

§ 14. On ne perdra pas de vue que le taux des droits d'entrée sur les sucres raffinés candis et en pains, ainsi que sur les sucres bruts, égaux ou supérieurs au No. 19, se trouvent modifiés par l'Arrêté Royal R. 1076. Le droit de 1 franc 20 centimes sur le sucre brut non-supérieur au No. 18 est supprimé. Les droits d'entrée tels qu'ils sont fixés par l'Arrêté Royal R. 1076, sont donc les seuls qui soient applicables aux sucres sous le régime de la Convention.

§ 15. Les sucres bruts, égaux ou supérieurs au type No. 1, mentionné au § 11, sont assimilés aux sucres raffinés pour la perception des droits dont le montant pour ces deux espèces de sucre est cumulé dans la comptabilité.

§ 16. Les mélasses incristallisables provenant de la fabrication ou du raffinage du sucre ne sont admises à l'importation au droit de 15 francs les 100 kilogrammes que pour autant que leur richesse saccharine soit inférieure à 50 pour cent. Telles sont les mélasses ordinairement, résidu de la fabrication du sucre brut de canne et du sucre brut de betterave, et les mélasses de raffinage dites "sirops de boulanger." Ces produits sont visqueux et d'une densité que varie de 40 degrés à 42 degrés Beaumé. Bien qu'ils ne contiennent pas de sucre cristallisé, ils ont encore une richesse de 40 à 45 pour cent de sucre cristallisable, mais qu'on ne saurait extraire industriellement par les procédés ordinaires de fabrication.

§ 17. Il résulte du paragraphe précédent que lorsque des mélasses déclarés à l'importation contiennent des parties sucrées solides en quantité supérieure at 10 pour cent elles doivent être assimilées au sucre brut, et soumises comme telles au droit de 40 francs 50 centimes les 100 kilogrammes, sans préjudice des pénalités encourues pour déclaration inexacte.

§ 18. En cas de contestation entre les employés et le déclarant pour l'application du § 16, on prélève deux échantillons de la marchandise, munis du cachet administratif et de celui du déclarant s'il le désire. L'un est adressé directement à l'Administration et l'autre est conservé au bureau d'importation. Si l'intéressé le demande, il peut enlever la marchandise sous caution du droit de 40 francs 50 centimes.

§ 19. La même marche est suivie lorsque le produit importé ne présente pas les caractères indiqués au § 16, et que les employés ont des raisons de soupçonner que sous la dénomination de mélasses contenant moins de 50 pour cent de richesse saccharine on tente d'importer des sirops de fabrication de 1er, 2e, ou 3e produit, ou bien encore des jus concentrés, ou des mélados. (Voir § 8.)

§ 20. Sauf pour les sirops comestibles importés en quantités de 300 kilogrammes ou moins, et pour les mélasses destinées à la distillation, la vérification des sirops et mélasses ne peut avoir lieu qu'aux bureaux d'Anvers, de Bruxelles, et de Gand.

(Article 4 de la Loi.)

§ 21. L'Arrêté Royal R. 1076 modifie le taux des drawbacks accordés à l'exportation des sucres raffinés. La nouvelle décharge est applicable aux sucres dont l'exportation par terre, l'embarquement dans le navire de mer, ou le dépôt en entrepôt public auront lieu à partir du 1 Août, 1865, quelle que soit la date du document.

§ 22. Aux termes de l'Article 240 du Règlement Général sur les Entrepôts, R. 13, les droits à percevoir éventuellement sur les sucres raffinés déposés en entrepôt public avant le 1 Août, 1865, sont calculés d'après le taux que renseigne le permis ayant servi à l'emmagasinage.

Au nom du Ministre :
Le Directeur-Général,
(Signé) ADAN

(No. 1078.)

Douanes.

Bureaux ouverts à l'Importation des Sucres Bruts et des Sirops et Mélasses.

Laeken, le 3 *Juillet,* 1865.

VU la loi générale de perception du 26 Août, 1822, la Loi du 6 Août, 1849, modifiée par celle du 1 Mai, 1858, sur le transit, et celle du 27 Avril, 1865, sur les sucres;

Revu notre Arrêté du 8 Août, 1847, et nos Arrêtés subséquents concernant les attributions des bureaux de douane;

Sur la proposition de notre Ministre des Finances,

Nous avons arrêté et arrêtons:—

Article unique. Les bureaux de douane désignés au tableau ci-annexé sont seuls ouverts pour la déclaration en consommation par importation directe, par sortie d'entrepôt ou par renonciation au transit, des sucres bruts, des vergeoises (cassonades), et des sirops et mélasses.

Toutefois peuvent être déclarés: 1, en consommation dans tous les bureaux de douane les sirops et les mélasses reconnues comestibles, lorsque la quantité n'excède point 300 kilogrammes; 2, à l'importation par les bureaux de douane placés sur les chemins de fer, les sirops et mélasses pour la distillation.

Notre Ministre des Finances est chargé de l'exécution du présent Arrêté, qui entrera en vigueur le 1 Août, 1865.

(Signé) LEOPOLD.

Par le Roi:
Le Ministre des Finances,
(Signé) Frere-Orban.

No. d'Ordre.	Bureaux.	Attributions des Bureaux et Voies Autorisées.					Entrepôts.
		A l'Entrée: Declaration. — A la Sortie: Derniere Visite.	Allégement des Navires de Mer.	A l'Entrée: Déchargement, Vérification, et Payement. — A la Sortie: Chargement et Vérification.	Rayon Réservé. A l'Entrée, pour les Besoins Journaliers des Habitants: Déclaration, Vérification, et Payement. — A la sortie des Produits du dit Rayon: Chargement et Vérification.	Transit.	
1.	2.	3.	4.	5.	6.	7.	8.
1	Anvers ... ... 1er Bureau	... ...	...	Par mer; l'Escaut ... Par rivières; l'Escaut. Par chemin de fer (1)	...	...	...
2	Anvers ... ... 2e Bureau	... ...	...	Pour les marchandises sortant des entrepôts du lieu	...	...	Public, ouvert au transit.
3	Gand	... ...	...	Par mer et par rivières; le canal de Terneuzen en correspondance avec le Bureau de Selzaete Par chemin de fer (1)	...	...	Id.
4	Bruxelles ... 1er Bureau	... ...	...	Par mer; Pour les marchandises importées par les bateaux à vapeur maritimes et déposées dans le magasin spécial, créé en vertu de l'Art. 125 du Règlement Général sur les Entrepôts Par chemin de fer (1)	...	...	...
5	Bruxelles ... 2e Bureau	... ...	...	1, par mer, et 2, par rivières; l'Escaut et le canal en correspondance avec le 1er bureau d'Anvers 3, pour les marchandises sortant de l'entrepôt du lieu	...	...	Public, ouvert au transit.

(1) Pour les sucres bruts, les sirops et les mélasses importés avec affranchissement du déclaration et de vérification à l'entrée, par les bureaux désignés à cet effet.

Vu pour être annexé à notre Arrêté de ce jour.
Laeken, le 3 *Juillet,* 1865.

(Signé) LEOPOLD.

Par le Roi:
Le Ministre des Finances,
(Signé) Frere-Orban.

(No. 1079.)

2e Direction.—Douanes.

No. 4364.—Exécution de la Convention Internationale du 8 Novembre, 1864, sur les Sucres, en ce qui concerne les Importations.

Bruxelles, le 26 Juillet, 1865.

Le régime établi pour l'importation de sucres par la Convention internationale du 8 Novembre, 1864, par la Loi du 27 Avril, 1865, et par les Arrêtés Royaux des 3 et 20 Juillet, R. 1066, 1076 et 1078, devient exécutoire le 1 Août prochain. A partir de cette date on se conformera aux dispositions suivantes :—

Tarif de Droits.

§ 1. La tarification des sucres et des sirops et mélasses est résumée dans le Tableau annexé à la présente (page 8*).

Lieux de Déclaration.

§ 2. Sauf les exceptions faites par l'Arrêté Royal R. 1078, à l'égard des sirops et mélasses comestibles et des sirops et mélasses pour la distillation, les bureaux d'Anvers, de Bruxelles et de Gand sont seuls ouverts à l'importation des sucres bruts et des sirops et mélasses pour la consommation. Les déclarations en détail pour la consommation ou pour l'entrepôt fictif et les renonciations au transit ne peuvent être faites qu'à l'un de ces bureaux ; de même, les sucres bruts étrangers entreposés ne peuvent être déclarés en consommation qu'à sortie des entrepôts de ces trois villes.

Déclaration en Détail.

§ 3. Le tarif divise les sucres bruts en quatre classes ; comme la classe fait ainsi partie intégrante de la dénomination légale de la marchandise, elle doit être déclarée par l'importateur en vertu du No. 3 de l'Article 120 de la loi générale de perception du 26 Août, 1822, et reproduite dans les documents de douane. Aux termes du même Article, l'importateur est en outre tenu de déclarer le poids par classe ainsi que les marques et, s'il y a lieu, le numéro des colis.

§ 4. Si l'importateur ne possède pas les indications nécessaires pour rédiger la déclaration, la Douane lui permet d'examiner au préalable la marchandise et elle lui délivre à cet effet un permis de visite No. 130, en l'appropriant au mode d'importation.

Tare.

§ 5. La constatation du poids net effectif est toujours obligatoire pour les sucres bruts de betterave ; elle l'est aussi pour les autres sucres bruts, lorsqu'ils sont importés dans des emballages autres que ceux en usage pour les sucres bruts de canne. Dans les autres cas on applique la tare réglée par le § 1 ci-dessus, à moins que le déclarant n'use de la faculté accordée par le § 2 de l'Article 2 de la Loi du 4 Avril, 1843.

Déchargement.

§ 6. Le déchargement ne peut commencer que sur la production d'un permis de visite, d'un passavant-à-caution ou d'un acquit de transit, conformément à l'Article 127 de la Loi Générale. Toute disposition contraire est rapportée.

§ 7. Les sucres bruts en futailles et ceux de Brésil en caisses étant d'ordinaire imprégnés de sirop, le déchargement doit en être opéré avec les précautions nécessaires pour que les colis soient remués le moins qu'il est possible, aussi longtemps que la vérification de la classe déclarée n'est pas terminée. Dans ce but, avant de déranger le colis de la position qu'il occupe dans la cale du navire ou du bateau ou dans le wagon, on en marque la partie supérieure au lait de chaux, puis on l'enlève, on le dépose et on le maintient à terre dans sa position primitive, la marque en haut. Les mêmes précautions sont prises pour le transport et l'arrimage en entrepôt public.

§ 8. A mesure du déchargement, la Douane fait numéroter chaque colis en chiffres apparents au lait de chaux et procède à la levée des échantillons conformément au § 14. Les colis sont ensuite triés par qualité pour être présentés à la vérification du poids. Il est interdit de réunir en un même tas, avant la fin de la vérification, des sucres de qualités différentes.

§ 9. Le résultat de la vérification du poids des sucres est relevé au calepin modèle

* Page 68.

428*b* par colis et dans l'ordre des numéros de la Douane, avec indication des marques et des numéros déclarés. Toutefois les sucres en nattes et en sacs, pour lesquels il a été formé un échantillon commun, peuvent être pesés et relevés au calepin par cinq colis à la fois.

§ 10. Nul ouvrier, portefaix ou homme de peine n'est admis à prendre part aux manipulations relatives à la pesée des sucres et à la levée des échantillons, s'il n'est pourvu de l'agréation exigée par l'Article 33 de la Loi du 6 Avril, 1843.

§ 11. Les échantillons levés par la Douane sont pesés avant l'enlèvement de la marchandise, et le poids en est inscrit au calepin modèle 428*b*. On agit de même à l'égard des échantillons qui pourraient être levés par le commerce.

§ 12. Les colis peuvent être enlevés dès que le poids en a été vérifié et que les échantillons ont été pris, à la condition que le déclarant consente par écrit à ce que la contre-vérification de la classe autorisée par l'Article 150 de la Loi Générale soit faite valablement, le cas échéant, au moyen des échantillons scellés.

Vérification.

§ 13. Jusqu'à présent la vérification des sucres bruts et des sirops et mélasses a consisté exclusivement dans la constatation de la quantité; dorénavant elle doit porter à la fois sur la quantité et sur la classe déclarées. On observera à ce sujet les règles suivantes:—

Vérification de la Quantité.

1. La dispense de vérification continue d'exister à l'entrée par chemin de fer des sucres bruts et des sirops et mélasses déclarés sur entrepôt public ou en transit, suivant les modes prescrits par l'Article 37 de la Loi du 4 Mars, 1846, R. 12, et par les Articles 10 à 13 inclus de la Loi sur le Transit, R. 699.

2. En cas d'importation sur l'entrepôt public du lieu de déclaration, autrement que de la manière prévue à l'Article 37 de la Loi, R. 12, la vérification de la quantité peut être faite par la pesée du dixième des colis convenablement remplis et ayant à peu près le même poids. Mais alors la douane est tenue d'exercer la surveillance nécessaire ou de prendre les mesures mentionnées à l'Article 16 et au numéro 5 de l'Article 17 de la Loi sur le Transit, R. 699, afin de prévenir toute substitution à quai ou en cours de transport.

3. La vérification par pesée de tous les colis est strictement obligatoire lorsque la marchandise est déclarée:—

a. Sur un entrepôt public non relié au chemin de fer, quand cet entrepôt n'est pas celui du lieu de déclaration;

b. En transit ordinaire, d'après le mode de la section 2 du chapitre 3 de la Loi, R. 699;

c. En transfert d'un entrepôt public sur un autre entrepôt de même espèce, non relié au chemin de fer;

d. Sur entrepôt fictif ou en consommation, soit par importation directe, soit par sortie d'entrepôt public ou fictif, soit par renonciation au transit.

Vérification de la Classe.

4. Elle comporte deux opérations distinctes, la levée des échantillons et leur examen. Afin de prévenir les retards auxquels elle doit nécessairement donner lieu, on ne procède à cette vérification que dans les cas prévus au No. 3 du présent paragraphe. Toutefois, lorsqu'à défaut d'un outillage convenable les mesures de précautions prescrites par le § 7 ne peuvent être appliquées au transport en entrepôt public des sucres en futailles, on procède à la levée des échantillons et à la vérification du classement comme si les sucres étaient déclarés immédiatement en consommation.

Levée des Echantillons.

§ 14. Sans préjudice à la faculté de procéder à une visite approfondie, la douane lève pour chaque colis un échantillon du poids de deux hectogrammes au moins en procédant comme il suit:—

1. Pour les sucres bruts en futailles on s'assure d'abord par l'examen de la marque apposée en vertu du § 8 que la position du colis n'a pas été changée. L'échantillon est pris ensuite par une ouverture que l'on pratique dans le flanc de la futaille vers le plus grand diamètre, c'est-à-dire, à égale distance à peu près des deux fonds et vers le milieu du diamètre de bouge. Un fer approprié à cet usage est introduit jusqu'au centre de la barrique pour en retirer du sucre. Pour les sucres en caisses on procède de même, avec

cette différence—que l'échantillon est pris par une ouverture pratiquée d'ordinaire au milieu de la caisse, à peu près au point d'intersection de diagonales que l'on tracerait sur l'une des deux grandes faces latérales.

2. Pour les sucres importés en nattes ou en sacs, on sonde chaque colis des deux côtés opposés à l'aide d'un fer approprié à cet usage, et on en extrait au moins deux hectogrammes de sucre, qu'on dépose sur un carré de papier bleu. L'échantillon du premier colis reçoit le No. 1. On agit de même à l'égard de tous les autres colis, en ce sens que si le sucre qu'ils contiennent est pareil au premier on l'ajoute au No. 1, et que si, au contraire, le sucre de l'un ou l'autre colis diffère des échantillons précédents on forme autant d'échantillons distincts qu'il y a de sortes de sucre. Ce qu'il importe, c'est de ne comprendre dans un échantillon commun à plusieurs colis que des sucres de même sorte ; en cas de doute ou de contestation sur la qualité d'un sucre, on doit en former un échantillon spécial, comme si la différence était forte apparente.

§ 15. De chaque échantillon ainsi préparé, on en forme deux, chacun du poids d'un hectogramme environ et on l'enferme dans un bocal en verre. Le bocal est revêtu d'une étiquette indiquant le pays de provenance du sucre, le nom du navire et du capitaine qui l'a importé, s'il est arrivé par eau, la marque et le numéro des colis et le document de douane auquel l'échantillon se rapporte. Le bocal est ensuite scellé du cachet de l'Administration, et de celui du déclarant s'il le désire. Un double de l'échantillon reste déposé en douane et l'autre est immédiatement transmis avec le document de douane et un extrait du calepin mentionné au § 9, aux fonctionnaires spécialement désignés par le Ministre pour procéder à la vérification du classement des sucres.

§ 16. Le levée et la formation des échantillons se font sous la surveillance spéciale d'un contrôleur ou d'un vérificateur des douanes, désigné à cet effet par le directeur.

§ 17. Dès que les fonctionnaires chargés de ce service ont reçu les échantillons et les documents qui s'y rapportent, ils opèrent la vérification de la classe déclarée et en consignent le résultat sur le document de douane et sur l'extrait du calepin. Il renvoyent ensuite sans retard ces pièces au vérificateur qui a été coté pour la pesée des sucres, lequel, après avoir annoté à l'encre rouge sur le modèle 428*b* le classement définitif du sucre de chaque colis, complète le certificat de vérification en y constatant le poids par classe des sucres. Ce certificat sert de base à la liquidation éventuelle des droits, conformément à l'Article 149 de la Loi Générale, à moins que la contre-vérification ne soit demandée en vertu de l'Article 150 de la même Loi.

§ 18. Dans le cas où la partie intéressée ou un fonctionnaire de l'Administration requiert la contre-vérification du classement des sucres en vertu de l'Article 150 de la Loi Générale de 1822, cette opération est faite par un fonctionnaire du grade au moins de contrôleur, qui sera désigné à cet effet par le Directeur de la Province, s'il n'y a pas été pourvu par l'Administration. Cette contre-vérification est décisive.

§ 19. A l'expiration de chaque semestre, les sucres provenant des échantillons levés pour servir au classement et qui n'ont pas été réclamés par les déclarants, sont pesés et transmis à l'entreposeur de la localité pour être vendus au profit de l'Etat.

Examen des Echantillons.

§ 20. Des instructions ultérieures prescriront le mode de transmission des échantillons aux fonctionnaires chargés de vérifier le classement ainsi que la manière d'opérer cette vérification.

§ 21. En ce qui concerne la vérification des sirops et mélasses déclarés comme passibles du droit d'entrée de 15 francs les 100 kilogrammes, on se conformera, le cas échéant, aux §§ 18 et 19 de l'instruction R. 1077.

Entrepôt Fictif.

§ 22. A l'entrée en entrepôt fictif, les sucres bruts étrangers soumis à des droits différents, sont placés dans des compartiments distincts ou formés en tas séparé. L'Article 166 du Règlement Général R. 13, relatif aux étiquettes, est rendu applicable aux sucres bruts étrangers admis en entrepôt fictif.

§ 23. Dans les cas suivants, les droits d'accise à recouvrer sur les sucres bruts étrangers admis en entrepôt fictif sont calculés d'après la quantité et la classe que renseigne le passavant-à-caution ayant servi à l'emmagasinage, et qui sont reportées dans le compte et sur la reconnaissance de réception :

1. Mise en consommation ;
2. Différence au préjudice du trésor constatée dans la quantité ou dans la classe lors du recensement ;
3. Non reproduction de l'acquit de transit ou du passavant-à-caution de transfert.

Mesures Transitoires.

§ 24. Les sucres bruts étrangers en entrepôt fictif le 1 Août, 1865, seront immédiatement recensés et les colis qui les renferment mis sous plombs. La déclaration et la vérification de la classe dans laquelle ces sucres rentrent seront faites éventuellement lors de leur mise en consommation.

Le Ministre des Finances,
(Signé) FRERE-ORBAN.

Marchandises.	Base.	Droits	
		D'entrée.	D'accise.
Sucres raffines (1)—			
Candis	100 kil.	56 57	..
En pains	„	52 87	..
En poudre au-dessus No. 18	„	52 87	..
Sucres bruts (2) (*a*)—			
1re Classe, du No. 15 au No. 18 inclusivement	„	..	46 0
2e Classe, du No. 10 au No. 15 exclusivement	„	..	45 0
3e Classe, du No. 7 au No. 10 exclusivement	„	..	43 0
4e Classe. Au-dessous du No. 7 Mélasses contenant 50 pour cent ou plus de richesse saccharine, et sirop de fabrication contenant du sucre cristallisable	„	..	40 50
Sirops et Mélasses (3) (*a*)—			
Mélasses incristallisables provenant de la fabrication et du raffinage du sucre, contenant moins de 50 pour cent de richesse saccharine	„	15 0	..
Sirops et mélasses importés pour la distillation (*b*)	..	Libres.	..

(*a*) La tare légale est fixée ainsi qu'il suit :— Emballages en bois (futailles, caisses, &c.), 15 pour cent.
Canastres, 8 pour cent.
Autres emballages—Doubles, 4 pour cent ; simples, 2 pour cent.
Pour les sucres bruts de betterave et pour les sucres bruts importés dans des emballages autres que ceux qui sont en usage pour les sucres bruts exotiques, les droits seront perçus au net.
(*b*) Les sirops et les mélasses importés pour la distillation sont admis à l'entrée par tous les bureaux de douane placés sur les chemins de fer.
Pour jouir de l'exemption de droits, les intéressés doivent observer les formalités prescrites par l'instruction du 11 Mai, 1855, R. 501. On ne perdra pas de vue que le droit d'accise supplémentaire de 10 centimes par hectolitre de contenance imposable établi par l'Article 7 de la Loi du 30 Septembre, 1854, R. 452, n'est point dû pour la distillation des mélasses importées sous le régime des Traités de Commerce.

Notes Explicatives.

(1) Sont assimilés aux sucres : les sucres et les sirops de glucose, les sucres de lait et d'orge ; les sucs de cocotier, de palmier et de guimauve ; les sucres bruts mélangés de sucres raffines.
(2) Les mélados et les vergeoises (cassonades) sont assimilés aux sucres bruts.
(3) Les sirops autres que ceux provenant des fabriques ou raffineries de sucre rentrent dans la classe des conserves alimentaires à l'eau-de-vie ou au sucre.

(No. 1146.)

Accises.

Exécution de l'Article III de la Convention Internationale du 8 Novembre, 1864, réglant le Régime des Droits sur les Sucres.

Bruxelles, le 26 Mars, 1867.

LEOPOLD II, Roi des Belges, à tous présents et à venir, salut.

Vu les Articles I, II, III, IV, VII, et XVII de la Convention réglant le régime des droits sur les sucres, conclue à Paris, le 8 Novembre, 1864, entre la Belgique, la France, le Royaume Uni de la Grande Bretagne et d'Irlande et les Pays-Bas, dont les ratifications ont été échangées le 5 Juillet, 1865 ;

Vu le Protocole de 4 Juillet, 1866, qui reporte au 5 Octobre de la même année le délai fixé par l'Article III de la Convention du 8 Novembre, 1864 ;

Vu le procès-verbal signé à Bruxelles le 20 Septembre, 1866, par les Commissaires délégués des quatre Gouvernements et constatant les résultats obtenus par les expériences pratiques de raffinage effectuées à Cologne sur 1,600,000 kilogrammes de sucres bruts de différentes espèces et origines, employées pour chaque classe dans les proportions que représentent approximativement les importations et la production de chaque pays ;

Attendu qu'il résulte de ce procès-verbal que les rendements obtenus, par 100 kilogrammes de sucre brut sont évalués, en sucre raffiné en pains, aux quantités suivantes :—

Classe des Sucres Bruts.	No. de la Série des Types Hollandais.	Rendement en Sucre raffiné en Pains.
1	No. 15 à 18	94
2	No. 10 à 14	88
3	No. 7 à 9	80
4	Au-dessous du No. 7	67

Vu l'Article 1 de la Loi du 27 Avril, 1865 ;

Sur la proposition de notre Ministre des Affaires Etrangères et de notre Ministre des Finances,

Nous avons arrêté et arrêtons :

Article 1. L'accise sur les sucres bruts est fixée comme il suit :—

	Les 100 Kilog. Fr.	c.
Sucres bruts—		
Etrangers—		
Du No. 15 au No. 18 inclusivement	48	7
Du No. 10 au No. 15 exclusivement	45	0
Du No. 7 au No. 10 id.	40	91
Au-dessous de No. 7	34	26
Indigènes	45	0

Art. 2. Les droits d'entrée sur les sucres, les sirops et les mélasses, sont fixés comme il suit :—

	Les 100 Kilog. Fr.	c.
Sucres raffinés—		
Candis	54	70
En pains	51	13
Sucres bruts—		
Au-dessus du No. 18	51	13
No. 18 et au-dessous	Exempts.	
Mélasses incristallisables provenant de la fabrication ou du raffinage du sucre et contenant moins de 50 pour cent de richesse saccharine	15	0

Art. 3. La décharge de l'accise à l'exportation ou au dépôt en entrepôt public, est fixée comme il suit :—

	Les 100 Kilog. Fr.	c.
Sucres raffinés—		
Candis	54	70
En pains	51	13
Sucres bruts indigènes non humides—		
No. 11 et au-dessus	45	0
No. 8 à No. 11 exclusivement	40	91

Art. 4. Les Articles 2, 3, § 1, et 4, § 1, de la Loi du 27 Avril, 1865, sont remplacés par les Articles 1 à 3 ci-dessus.

Les Articles 2 et 3 de l'Arrêté Royal du 20 Juillet, 1865, sont rapportés.

Art. 5. Les dispositions qui précèdent sortiront leurs effets à partir du 1 Mai, 1867.

Notre Ministre des Finances est chargé de l'exécution du présent Arrêté.

(Signé) LEOPOLD.

Par le Roi :

Le Ministre des Affaires Etrangères,

(Signé) Ch. Rogier.

Le Ministre des Finances,

(Signé) Frere-Orban.

(No. 1147.)

3e Direction.—Accises.

No. 17232.—*Exécution de l'Arrêté du* 26 *Mars*, 1867, *sur le Régime des Sucres.*

Bruxelles, le 27 *Mars*, 1867.

L'ARRETE Royal du 26 de ce mois, R. 1146, détermine le taux des nouveaux droits et drawbacks sur les sucres.

Quelques mots suffiront pour préciser la portée de cet Arrêté, qui est obligatoire à partir du 1 Mai prochain.

§ 1. Aucune modification de principe n'étant apportée par l'Arrêté du 26 Mars à la législation sur la matière, on continuera, pour l'application des nouveaux taux de droits et de décharge, à se conformer aux instructions en vigueur et notamment aux circulaires des 1 Mai et 25 Juillet, 1865, R. 1067 et 1077.

§ 2. Les nouveaux taux de droits d'entrée et d'accise sur les sucres bruts et raffinés sont applicables aux quantités importées ou sortant d'entrepôt pour la consommation, au comptant ou à termes de crédit, en vertu de passavants-à-caution délivrés après le 30 Avril, et résultant, le cas échéant, de déclarations générales postérieures à cette date.

§ 3. Quant aux drawbacks à l'exportation ou au dépôt en entrepôt public des sucres raffinés et du sucre brut de betterave indigène de deuxième catégorie, les nouveaux taux

de décharge sont applicables aux sucres dont l'exportation par terre, l'embarquement dans le navire de mer ou le dépôt en entrepôt public auront été effectués à partir du 1 Mai, quelle que soit d'ailleurs la date du permis No. 137 ou No. 260.

Au nom du Ministre :
Le Directeur-Général,
(Signé) ADAN.

(Translation.)

(No. 1065.)

CUSTOMS.

Offices open for the Exportation of Sugars with Discharge of the Duties of Excise.

Windsor, April 7, 1865.

LEOPOLD, King of the Belgians, to all present, and to come, Greeting.

Seen the General Law on the Collection of Duties of the 26th August, 1822, and the Law of 6th August, 1849, modified by that of 1st May, 1858, on the transit regulation.

Having reconsidered our Decree of 8th August, 1847, and our subsequent Decrees, concerning the jurisdiction of the Customs Bureaux;

On the prepositions of our Minister of Finance. We have decreed and do decree:—

Article 1. The Bureaux of Customs indicated below are designated specially for the exportation of raw, beet-root, sugars, and of refined sugars, with discharge of the Excise duties.

Bureaux designated for		
The Verification in Detail. (Article 67 of the General Law.)	The Examination on Export. (Articles 55 and 65 of the General Law, and Article 19 of the Law of August 6, 1849.) And the Discharge of the Permits for Exportation.	In what way authorized for Exportation.
Antwerp ..	Antwerp	By sea and by rivers: *the Scheldt and the Canal.*
Brussels .		
Bruges . ..	Ostend	By sea: *the Canal from Bruges to Ostend.*
Ostend . ..		
Gand	Selzaete	By sea and by rivers: *the Terneuzen Canal.*
Antwerp ..	Erquelinnes, Esschen (station), Mouscron (station), Quiévrain (station), Sterpenich, and Welkenraedt	By railroad.
Arlon		
Bruges . ..		
Brussels ..		
Courtrai ..		
Gand		
Liége		
Louvain ..		
Mons		
Ostend . ..		
Termonde ..		
Tournay ..		
Erquelinnes	Erquelinnes	By railroad
Esschen (station) ..	Esschen (station)	
Mouscron (ditto) ..	Mouscron (ditto)	
Quiévrain (ditto) . ..	Quiévrain (ditto)	
Sterpenich	Sterpenich	
Verviers	Verviers	

"Moniteur," No. 111. This Decree comes into force May 4, 1865.

Art. 2. The arrangements of our former Decree, concerning the designation of bureaux open for the exportation of sugars on Excise drawback, are revoked.

Our Minister of Finances is charged with the execution of the present Decree.

(Signed) LEOPOLD.

By the King:
The Minister of Finances:
(Signed) FRERE-ORBAN.

(No. 1066.)

Excise.

*Law approving the International Convention regulating the System of the Excise Duties on Sugars.**

Laeken, April 27, 1865.

Leopold, King of the Belgians, to all present and to come, Greeting.

The Chambers have adopted, and we have sanctioned as follows:

Article 1. The Convention relative to the regulations affecting sugars, concluded at Paris the 8th November, 1864, betwen Belgium, France, the United Kingdom of Great Britain and Ireland, and the Netherlands, will take entire and full effect.

Art. 2. The excise duties on raw sugars is fixed as follows:—

	100 kilogrammes. Fr.	c.
Raw sugars—		
Foreign—		
Below No. 7	40	50
From No. 7 to No. 10 exclusively	43	0
From No. 10 to No. 15 exclusively	45	0
From No. 15 to No. 18 inclusively	46	0
Home made	45	0

Art. 3. § 1. The import duties on sugars, syrups, and molasses, are fixed as follows:—

	100 kilogrammes. Fr.	c.
Refined sugars—		
Candy	59	0
In loaves	55	50
Raw sugars—		
Above No. 18	55	50
No. 18 and below	1	20
Uncrystallizable molasses produced in the manufacture or the refining of sugar, and containing less than 50 per cent. of saccharine richness	15	0

§ 2. Molasses containing 50 per cent. or more of saccharine richness, and the syrups of manufacture containing crystallizable sugar, are assimilated to raw sugars for the duties of Excise and of Customs.

§ 3. The Government may bring back the duties on the importation of refined sugars to the rate of drawback fixed for the same sugars by Article 4, as soon as these duties will have been established on the same basis in the Netherlands.

§ 4. The Government is, moreover, authorized to suppress the import duty of 1 franc 20 centimes on raw sugars, when the surtax of 2 francs imposed on the entry of beet-root sugars into France shall be suppressed. The discharge on exportation will be modified at the same time, so as to maintain between the Excise duty and the drawback the relation which exists at present between the duties of Excise and of Customs and the drawback.

§ 5. The sugars from No. 18 exclusively to No. 20 inclusively may be admitted by Royal Decree at an import duty superior in the extent of 2 per cent., at least, to the amount of the Excise duty on the sugars of Nos. 15 to 18.

Art. 4. § 1. The Excise drawback on exportation is fixed as follows:—

	100 kilogrammes. Fr.	c.
Raw sugar, indigenous, not moist—		
No. 8 to No. 11 exclusively	43	0
No. 11 and above	45	0
Refined sugars—		
In loaves	53	50
Candy	57	0

§ 2. The Government may hold in reserve the definitive liquidation of the drawback of duties on sugar exported, or the production of the certificate or of some other official document delivered on entry into the adjoining country, and determining the conformity as regards the quantity and the class of sugar by the entries made in the two countries.

§ 3. The measure mentioned in the preceding paragraph is equally applicable in case of transit.

Art. 5. When the deficit shown in the receipts at the end of a quarter is not covered

* Presentation of the Project of Law: Parliamentary Annals, session of 1864–65, pages 37 and 132. Report to the Chamber of Deputies: Parliamentary Annals, same session, pages 581 and 483. Discussion: Parliamentary Annals, same session, pages 633 to 745. Report to the Senate: Parliamentary Annals, same session, pages 355 and xli. Discussion: Parliamentary Annals, same session, pages 365 to 381. Publication of the Law, "Moniteur" No. 120.

by the allotment mentioned in the 6th Article of the Law of 18th June, 1849, the minimum of the receipts of the quarter following is augmented by the addition of the sum which is deficient, and so on from quarter to quarter until the whole of the deficit is recovered.

Art. 6. § 1. In the case foreseen by the preceding Article, there is effected to the profit of the Treasury, on the amount of the drawback to be given on exportation or on deposit in the warehouse of the raw beet-root indigenous sugar and of refined sugars, deductions calculated at 50 centimes per 100,000 francs of ascertained deficiency without taking into account of deficiencies which have already given place to deductions.

§ 2. The Government fixes the quota of the deductions, dividing it between the drawback allotted to raw sugars and that allotted to refined sugars, in proportion to the quantity of each of these two sorts of sugar exported or deposited in the warehouse during the four last quarters.

§ 3. If during two consecutive quarters the receipt of the Treasury exceeds the legal minimum, the quota of the deductions fixed by virtue of the preceding paragraph is reduced in the same proportion.

§ 4. The 9th Article of the Law of the 18th of June, 1849, applies to these deductions.

Art. 7. The raw beet-root indigenous sugars are admissible in the public warehouse under the regulation of § 5 of the Article 35 of the Law of 4th April, 1843, with exemption from security.

Art. 8. § 1. By modification of the § 1 of the Article 44 of the Law of 26th May, 1856, the Excise duty on the manufacture of granulated glucose is fixed at 27 francs per 100 kilogrammes on the dry fecula employed.

It must not be less than 8 francs per hectolitre on the gross capacity of the rate of saccharification.

§ 2. The manufacturer is bound to include in the declaration required by the Article 42 of the said Law, the indication of the kind of glucose he intends to manufacture.

Art. 9. Are repealed.

Article 2 of the Law of the 16th May, 1847, and Article 5 of the Law of the 15th of March, 1856.

Art. 10. § 1. The Article 6 does not apply to the deficit which will be eventually shown in the receipt, at the time of the putting in force the present Law.

§ 2. The discarges of duties will not, moreover, be subject to any deductions before the 1st of January, 1866.

Art. 11. § 1. The §§ 3 and 4 of Article 3 and Articles 4 to 10 above come into force on and after the 1st of April, 1865, and the arrangements contained in Article XVI of the Convention of the 8th of November, 1864, from the commencement of the season 1865–66.

§ 2. The Government will determine the date of putting in force the other arrangements of the present Law.

We promulgate the present Law, and order that it be invested with the seal of State, and published through the "Moniteur."

(Signed) LEOPOLD.

By the King:
The Minister of Foreign Affairs,
(Signed) Ch. Rogier.
The Minister of Finances,
(Signed) Frere-Orban.

Convention.

[See p. 1.]

(No. 1067.)

3rd Direction.—Excise.

No. 2335.—*Partial Execution of the Law of April* 27, 1865, *and some Arrangements of prior Laws.*

Brussels, May 1, 1865.

The Law of the 27th of April, 1865, approving the Convention of the 8th November, 1864, relative to the regulation affecting sugars in Belgium, France, England, and the

Netherlands, is inserted in Collection under No. 1066, with the text of the said Convention. In the terms of the 1st paragraph of Article 11, the §§ 3 and 4 of Article 3, and of Articles 4 to 10 of this Law comes into force on and after the 1st of April, 1865, and Article XVI of the Convention from the commencement of the season 1865–66. Below are prescribed the measures for the execution of those Articles and of some other arrangements in force at the present time.

(Articles 1, 2 and 3 of the Law.)

§ 1. Articles 1 and 2 and §§ 1 and 2 of Article 3 of the Law being applicable only at the date which shall be hereafter fixed by the Government in execution of the § 2 of Article 11; the import duties and excise duties on raw sugars, on refined sugars, and on syrups and molasses produced from a foreign State will continue, meanwhile, to be collected at the same rates and on the same basis as during the past.

(Article 4.)

§ 2. The Article 4 of the Law fixes a different drawback according as the raw beet-root indigenous sugar exported in liquidation of a credit account for a specified time, is equal or superior to No. 11, or, on the other hand, inferior to this number, without, however, being below No. 8. The drawback is 45 francs the 100 kilogrammes, for the first class, and 43 francs for the second. To be admissible for exportation with Excise drawback, the sugar should in all cases, according to the same Article, be free from moisture, that is to say, it should present the degree of dryness of sugar known as of "marketable quality."

§ 3. The drawback to appropriate to the account No. 112 varying according to the quality of sugar, it follows that the person interested must state in his entry the number of the sugar that he wishes to export or deposit in a public warehouse. Thus the document (export permit No. 137, or warehouse permit No. 260) has on it one of the following indications:—

"Raw beet-root indigenous sugar of the 1st class, No. , &c.; or else—
"Raw beet-root indigenous sugar of the 2nd class, No. , &c."

§ 4. Standard samples are furnished by the Administration to all the Bureaux of Customs, and to all the public warehouses where the raw beet-root indigenous sugar can be submitted to the verification of the agents of the administration (see R. 1065). The superior officer of the Customs is authorized to allow the inspection of the standards by persons interested, but he is expressly forbidden, under any pretext, to allow them to go out of his own possession.

5. The officers inspect with the greatest care the weight as well as the quality of the raw beet-root indigenous sugars presented for exportation or for deposit in a public warehouse. When the raw beet-root sugar recognized as admissible for drawback in the class indicated by the person interested, is exported or deposited in the public warehouse in bags of the same dimensions, having a uniform weight; and that the person entering them deposit at the Custom-house, for all the packages contained in the permit No. 137, a note indicating the number of bags, as well as the gross and net weight of each of them; the officers may, if they have not any suspicion of fraud, confine themselves to testing the gross weight of one package in ten. As to the net weight, it is requisite to proceed as follows: one twentieth of the sacks, at least, must be emptied, and after having weighed the empty sacks, one can calculate by means of the weight obtained that of the whole sacks. An allowance is granted of one-tenth of a kilogramme (100 grammes) per sack of 100 kilogrammes, at least, for the sugar still adhering to the sack. The officer must not in any case examine a number of packages or of outer covering inferior to the numbers in the above proportions.

§ 6. On each dispatch of sugar, a sample sealed officially and bearing the indication of the number, the date, and the office, where the document was delivered, as well as the quality and the class of the merchandize, is taken by the officer attached to the Bureau of Verification, and attached to the export permit, with which it should be produced at the Export Office, where it must be kept for six months.

§ 7. By analogy, with what is prescribed by the 61st Article of the Law of 4th April, 1843, relative to refined sugars, Excise drawback is refused whenever the raw beet-root sugar presented for exportation or to the public warehouse is below No. 8, or again when, declared to be of the first class, it has been found to belong to the second. The refusal of drawback is independent of the penalties laid down by the laws in force. The officers will only prosecute for the contravention of the Articles 25, § 2, of the Law of Transit R. 999, or 213 of the General Law of the 26th August, 1822, when they believe there is

evident intention of fraud, and after having previously referred to the superior officer of the bureau or of the warehouse.

§ 8. The Account No. 12 shows the discharge of the net quantities ascertained in the examination. The rate of the discharge to be placed at the head of columns 16 and 17 of the account, and to apply eventually to the quantities of sugar exported or deposited in the public warehouse is 45 or 43 francs, according as the sugar belongs to the first or second class.

§ 9. To avoid errors in the appropriation in the discharge of the Account No. 112, of quantities of raw beet-root sugar exported or deposited in public warehouse, the officers are always to take care to indicate on their certificate of examination, on the back of the Permit No. 137 or No. 260, the number of the sugar recognized by them, as well as the net quantity ascertained.

§ 10. If raw beet root sugar deposited in public warehouse, with excise drawback, is ultimately declared for consumption, the rate of Excise duty to be carried to the Certificate No. 255, is equal to the amount of the drawback granted at the time of deposit, in execution of Article 240 of the General Warehouse Regulation.

§ 11. At the time of the making of the Memorandum No. 322, the receiver takes care to inscribe on two distinct lines the quantities of raw sugar exported or deposited in public warehouse at different drawbacks. He carries in the 10th column of Table No. 1, on the first of the lines traced, referring to the name of the refiner or of the refining manufacturer, the qualities to which have been applied the drawback of 45 francs, and the second the quantities exported with the drawback of 43 francs.

§ 12. As regards the raw beet-root sugars deposited in public warehouse, under the regulation of the 38th Article of the Law of 4th March, 1846, R. 12, before the coming into operation of the Law of 27th April, 1865, they can be exported without distinction of number, and mention is made of this in the export permit.

§ 13. To give right to the drawback fixed by Article 4, sugar refined in loaves and candy should, as in times past, present the conditions exacted by Articles 3 and 4 of the Law of 18th June, 1849, and by § 2 of the Article IX of the Treaty of the 1st May, 1861, R. 851, p. 23.

§ 14. The Local Controller or, in his absence, the Receiver of Customs superintends carefully the examinations of sugars exported or deposited in warehouse with Excise drawback. These functionaries will participate as often as possible in these operations.

§. 15. Conformably with Article 11 of the Law, R. 1066, Article 4 comes into force from the 1st of April, 1865. There will be in consequence granted in the accounts, an allowance or supplementary discharge 2 francs 25 centimes per 100 kilogrammes of sugar in loaves, and of 1 franc 25 centimes per 100 kilogrammes of sugar candy exported or deposited in public warehouse from that date until the reception of the present, even though the documents delivered to this effect should be prior to the 1st April. As to raw beet-root sugar exported or deposited in public warehouse during the same period, it will be entitled to the drawback of 45 francs. In the account of 112 and in the abstract No. 322, this last sugar will be considered as being at least equal to No. 11, that is to say, of the first class (§ 3).

(Article 7.)

§ 16. According to Article 7, raw beet-root indigenous sugars may be deposited in public in discharge of the Accounts of Manufacture No. 321, under the regulation affecting nominal warehouse ("entrepôt fictif"). This deposit differs from those that take place in the nominal warehouse properly so called, inasmuch as it is not subject to security. In addition, it falls as concerns the taking to account of the goods and the warehouse dues, under the application of the sections 14 and 18, chapter 111, of General Warehouse Regulation.

§ 17. For these two kinds of deposit it is not necessary that the number of the sugar should be declared. The officers simply take care that the sugar presented be of marketable quality (Article 319 of the General Warehouse Regulation). It is necessary to remark that if the sugar placed in the warehouse under the regulations of nominal warehousing, is afterwards entered on a credit account for a specified time, No. 112. The class to which it belongs should only be indicated when it is ultimately exported or deposited in public warehouse with the excise drawback. (§§ 3 and 19).

§ 18. The attention of the Receivers is particularly called to the difference there is between the deposits in public warehouse under the regulation of Article 7 of the Law of 27th April, 1865, R. 1066, and the deposits effected under the regulation of Article 38 of the Law of the 4th March, 1846, R. 12.

Finally, with the view of facilitating the work of the officers charged with the keeping and examination of the sugar accounts, there is recapitulated below with respect to raw beet-root indigenous sugar, all regulations authorized by the legislation in force R. 851 and R. 1066, and such as result from different modes of discharge: first, the Manufacturing Account No. 321; secondly, the Public Warehouse Account No. 12 (system of nominal warehousing); thirdly, the Nominal Warehousing account No. 12; and fourthly, the Credit Account for a specified term, No. 112.

1. The manufacturing account, No. 321, is discharged by—
   a. Entry for consumption with payment of the duties at once (receipt, "quittance," No. 258);
   b. Entry for consumption, the duties being charged on a credit account for a specified term, No. 112, open to a merchant or to a refiner, or to the manufacturer himself in the capacity of merchant or of refiner, § 90. R. 853 (permit No. 132);
   c. Entry for a public warehouse—system of nominal warehousing, Art. 7 of Law of April 27, 1865, R. 1066 (permit No. 132).
   d. Entry for a nominal warehouse § 120. R. 852 (permit No. 132).
   e. Entry with exemption of Excise duty, being destined for a distillery; Royal Decrees of May 5, 1855, and of December 20, 1860, R. 500 and 825 (permit No. 132).
2. The public warehouse account No. 12 (system of nominal warehousing); and 3, the nominal warehousing account is discharged by—
   a. Entry for consumption at once (discharge No. 258).
   b. Entry for consumption, the duty being charged on a credit account for a specified term No. 112, open to a merchant or to a refiner, or else to a manufacturer in the capacity of merchant or of refiner (permit No. 132).
   c. Transfer to another public warehouse (system of nominal warehousing) or to another nominal warehouse (permit No. 132).
   d. Entry with exemption of excise duty, being destined for a distillery (permit No. 132).
4. The credit account for a specified term No. 112, according as it is open to—
   A merchant, or to a manufacturer in the capacity of merchant, is discharged by payment of the duties when falling due (receipt, "quittance," No. 258);
   A refiner, or to a manufacturing refiner, is discharged by—
   a. Payment of duties when falling due (discharge No. 258).
   b. Exportation of refined sugar, or of raw beet-root sugar (permit No. 137).
   c. Deposit in public warehouse of refined sugar or of raw beet-root sugar (permit No. 260).

§ 19. It results by reference to the preceding indications that the raw beet-root sugar can never be exported or deposited in a public warehouse, with drawback of excise, in liquidation of a manufacturing account No. 321, neither of a public warehouse account (system of nominal warehousing), nor, lastly, of a nominal warehouse account. These measures are only authorized in liquidation of the credit account for a specified term No. 112, open to a person liable in his capacity of refiner or of manufacturing refiner. The motives against the accounts of the merchants being discharged by exportation or by deposit in the public warehouse, are explained in the §§ 110 of the instruction R. 852, and 90 of the instruction R. 853.

(Article 8.)

§ 20. The § 1 of Article 8 raises the rate of Excise duty levied by Article 44 of the Law of 26th May, 1856, from 10 to 27 francs per 100 kilogrammes of dry fecula employed in the manufacture of granulated glucose. The receivers will not forget that the § 2 of the same Article imposes on the manufacturer the obligation to mention in his declaration of work, the description of glucose (granulated or in syrup) which he proposes to produce.

§ 21. The liquidation of the duties takes place according to the regulations laid down by the §§ 14 and 15 of the instruction R. 853. Only, in that which relates to the manufacture of granulated glucose, the minimum charge for duty of 8 francs per hectolitre of the saccharifying vat corresponds with the use of 29 kilogrammes 630 grammes of dry flour ("fecula") whilst the minimum of 3 francs for the glucose in sirup corresponds with the use of 30 kilogrammes of dry flour (R. 853, §§ 14 and 15).

(Article 9.)

§ 22. Article 2 of the Law of 16th May, 1847, and Article 5 of the Law of 15th March, 1856, R. 851, being repealed by Article 9 of the Law of 27th April, 1865, it becomes necessary to consider as suppressed all the regulations of the instructions R. 852 and 853 concerning these Articles.

(Article XVI of the Convention.)

§ 23. According to the terms of the XVIth Article of the Convention the charge for uty in the manufactories of sugar is fixed, commencing from the season of 1865-66 at 475 grammes per hectolitre of juice and per degree of the densimeter at the temperature 15°. The figure of 1,475 grammes will be in consequence substituted for the figure of

1,400 grammes wherever this last is mentioned in the Laws and Instructions, R. 851, 852, and 853.

§ 24. For the application of the Articles 6 and 7 of the Law of 26th May, 1856, R. 851, every moveable or fixed vessel, whatever its capacity, destined to contain the juice in reserve, whilst the apparatus for raising the juice ("monte-jus") is in operation must be considered a receiver. The conduct pipes destined to carry the juice from the presses direct to the apparatus for raising the juice ("monte-jus") when they are of uniform dimensions throughout their length, are exempted from the conditions imposed by above-named Articles 6 and 7.

§ 25. It is expressly recommended to the officers charged with the supervision of the manufactories of sugar to make themselves acquainted with the working of the apparatus for raising the juice, with the particulars of its capacity, in the official guaging account, drawn up in execution of the § 2 of Article 10 of the Law of 26th May, 1856. The contents of this vessel is ascertained by metrical guaging.

§ 26. According to the terms of the Article 33, § 1, of the Law of the 26th May, 1856, R. 851, the permanent officers in the manufactories of beet-root sugar, before taking the proof juice to determine the density, should stir the liquid so as to cause a uniform density in the whole volume of juice which the boiler of defectation contains. Notwithstanding the frequent recommendations which have been made on the subject by the functionaries who are charged with the supervision of the manufactories of sugar, by stirring but imperfectly the liquid, it has occurred in some manufactories that they have falsified the result of the density, and thus reduced the figure of the charge for duty. The means of baffling this manœuvre and of compelling the manufacturer to carry out properly the mixture of the juice of which the density is to be arrived at, consists in taking the proof juice from the bottom of the defecating vat. To this end, valinches, or small tubes similar to those used by wine merchants, are placed at the disposal of the permanent officers. These tubes, which are made of zinc, consist of a cylindrical tube, of about $3\frac{1}{2}$ centimètres of diameter, by 1 mètre 25 centimètres in length, provided with an handle. The top opening is shut by a copper stopper fitted to the tube by a screw, and pierced with a hole for the introduction of the air. To draw up the proof juice, the tube is taken by the handle, and after having stopped with the thumb the opening made at the top, the instrument is lowered nearly to the bottom of the vat, when the thumb is removed. The juice then enters into the cylinder, and, when it is full, the thumb is again placed on the opening, the instrument is then drawn out, and it is emptied in the testing tube (R. 852, § 73) taking care, if such occasion happens, to put back into the vat the juice in excess contained in it.

§ 27. The permanent officers will scrupulously attend to the directions of the 32nd Article of the Law of the 26th May, 1856, R. 851, by not allowing in any case, or under any pretext, the defecation vats to be charged beyond nine-tenths of their capacity, as has been ruled by virtue of the 12th Article of the same Law. If a vat inclines any way, the officers must take care that it be filled only to the lowest band.

§ 28. To be able to read the density of the juice shown by the densimeter, the officers should, according to the directions contained in the notices on the process of manufacture, pages 19 and 20 of the introduction, consider as the true point of the level the plain surface of the liquid, and not the summit of the curve caused by the capillary attraction against the stem of the instrument.

§ 29. Experience has shown the utility of modifying and of completing the § 42 of the Instruction, R. 853, which is replaced by the following Regulation :—According to § 1 of Article 24 of the Law of 26th May, 1856, R. 851, the vats for defecation should be charged according to the order which their number assigns. It does not follow that one may not allow the juice to run into a vat, whilst another is still charged, but in this case, the first declared should be filled without interruption. It results from this that the manufacturer employs a separate note for each of them.

In the name of the Minister :

The Director-General,

(Signed) ADAN.

(No. 1076.)

EXCISE.

Putting in Operation the International Convention regulating the System of Sugars.

Laeken, July 20, 1865.

LEOPOLD, King of the Belgians.

To all present and to come, greeting.

Seen the Convention regulating the duties on sugars, concluded at Paris the 8th of November, 1864, between Belgium, France, the United Kingdom of Great Britain and Ireland, and the Netherlands, of which the ratifications were exchanged at Paris 5th July, 1865;

Seen the declaration of the French Government, directing that the surtax of 2 francs per 100 kilogrammes of raw beet-root sugar imported from Belgium into France will be suppressed from the time the International Convention comes into force, on condition that the import duty of 1 franc 20 centimes on raw sugars imported from France in Belgium, be abolished;

Seen the declaration by which the Belgian and Netherlands Governments engage themselves to give up the privileges mentioned in the XIVth Article of the Convention, relating to the surtax of 4 per cent. on refined sugars imported;

Seen the Article 3, §§ 3 and 4, and the Article 11 of the Law of 27th April, 1865;

On the proposition of our Minister of Foreign Affairs and of our Minister of Finances;

We have decreed and do decree:

Article 1. On and after the 1st August, 1865, the Articles 1, 2, and 3, §§ 1 and 2, of the Law of the 27th April, 1865, becomes obligatory.

Art. 2. By modification of Article 4 of this Law, the Excise drawbacks on exportation is fixed as follows:—

	100 kilogrammes. Fr. c.
Refined sugars—	
In loaves	52 87
Candy	56 57

Art. 3. The import duties on the sugars mentioned in the Article 3 of the said Law, are returned in accordance with the following Rules:—

Refined sugar.—Candy, same rate as the above drawback.
In loaves, ditto.
Raw sugars.—Above No. 18, as sugar refined in loaves.
No. 18 and below, free.

Our Minister of Finances is charged with the execution of the present Decree.

(Signed) LEOPOLD.

By the King:
The Minister of Foreign Affairs,
(Signed) CH. ROGIER.
The Minister of Finances,
(Signed) FRERE-ORBAN.

(No. 1077.)

3RD DIRECTION.—EXCISE.

No. 4576.—Execution of Law of April 27, 1865, approving the International Convention on the Regulations affecting Sugars.

Brussels, July 25, 1865.

THE Royal Decree of July 20, 1865, R. 1,076, renders binding from the 1st August, Articles 1, 2, and 3, §§ 1 and 2 of Law 27th April, 1865. The following measures are decreed for the execution of these Articles; the other Regulations of the said law, obligatory since the 1st April, 1865, were ordered by the Circular, R. 1,067.

(Article 1 of Law.)

§ 1. According to the terms of this Article, the arrangements of the International Convention of 8th November, 1864, which have not been re-enacted in the Law of 27th April, 1865, come into operation from the 1st August next.

(Article 9 of Convention.)

§ 2. Sugars termed "white sugars in crystal and powder" ("poudres blanches"), equal in quality to pure refined, are entitled to the same discharge of duties as these last, in case of exportation or of deposit in warehouse. The officers will not forget that this discharge is dependent on the express condition that these sugars be perfectly pure and dry, and conformable to the standard sample A, which will be forwarded to the Custom-house and warehouse offices.

§ 3. The Directions 6 and 14 of Circular, R. 1,067, are applicable to the exportation of "white sugars in crystal and powder" ("poudres blanches").

§ 4. Although entitled to the same discharge of duties, the quantity of sugar in loaf, and of white sugar in crystal and powder, exported or deposited in warehouse, will be carried out under two distinct heads in the 9th column of Table 1 of Abstract No. 322.

(Article 10 of Convention.)

§ 5. Refined sugars in powder termed pieces, moist, or bastards, will be received in discharge of the duties of 46, 45, or 43 francs, provided "they are not inferior in colour" to the Standards No. 2, No. 3, or No. 4, mentioned in § No. 11 below. If they are inferior to this last standard, the discharge of duty is 40 francs 50 centimes.*

§ 6. The officers will take care that under the terms "pieces," "moist sugar," or "bastards," raw sugars are not exported, especially raw beet-root sugars inferior to No. 11. The smell and taste will leave no doubt in this respect, the first-named being alone fit for consumption.

§ 7. Nos. 6, 11, and 14 of Circular, R. 1067, apply to refined sugars in powder, pieces or bastards, &c. ("vergeoises," &c.).

(Article XII of Convention. Final arrangement.)

§ 8. Melados, or liquid sugar,† resembling raw sugars, are subject to the duty of 40 francs 50 centimes per 100 kilogrammes like raw sugars of the 4th Class. (§ 11.)

(Article XIII of Convention. Final arrangement.)

§ 9. According to the last paragraph of Article XIII of the International Convention, the pieces and bastards ("vergeoises"), are assimilated to raw sugars on importation into the country. They are, consequently, according to their colour, subject to the excise duty of 46 francs, 45 francs, 43 francs, or 40 francs 50 centimes per 100 kilogrammes. (§ 11.)

§ 10. The regulations contained in Nos. 11 and 12 below, are applicable to pieces and bastards ("vergeoises") imported.

(Article 2 of Law.)

§ 11. According to Article 2 of the Law, raw sugars imported are divided for the assessment of duties into four classes, determined by the Standards Nos. 1, 2, 3 and 4, which corresponds to the Dutch numbers 19, 15, 10 and 7.

The first class (duty of 46 francs per 100 kilogrammes), includes sugars inferior as regards colour to the Standard No. 1, descending to the Standard No. 2 inclusive.

The second class (duty of 45 francs per 100 kilogrammes (sugars inferior to Standard No. 2, descending to Standards No. 3 inclusive.

The third class (duty of 43 francs per 100 kilogrammes), sugars inferior to Standard No. 3, descending to Standard No. 4 inclusive.

The fourth class (duty of 40 francs 50 centimes per 100 kilogrammes), sugars inferior to the Standard No. 4.

§ 12. Series of Standards are furnished by the Administration to the Customs offices and public warehouses where foreign raw sugars may be assessed by the officers of the Administration.

The principal Inspector of Customs is authorized to allow the Standards to be inspected by persons interested, but he is expressly forbidden to part with them.

§ 13. Special instructions will be given to the officers of the Administration attached to these bureaux and warehouses, concerning the mode of assessment.

* It will not be forgotten that all refined sugars (such as imperfectly made candy, &c.) other than those mentioned in Articles VII, VIII, IX, and X of Convention of November 8, 1864, will be received in discharge of the duties of 45 francs in conformity with the last paragraph of No. 2 of Article IX of the Treaty of May 1, 1861.

† Melados consist of defecated cane juice, to a certain extent concentrated. Instead of being crystallized in moulds, it is transferred to casks and shipped when still in a liquid state. The purgation and crystallization takes place, but in a very imperfect manner, during the voyage.

(Article 3 of Law.)

§ 14. It must not be lost sight of, that the rate of import duties on refined sugars, candy, and on loaf as well as on raw sugars, equal or superior to No. 19, are modified by the Royal Decree R. 1,076. The duty of 1 franc 20 centimes on raw sugar, not superior to No. 18, is suppressed. The import duties, as fixed by the Royal Decree R. 1,076, are therefore the only ones which are applicable to sugars under the regulations of the Convention.

15. Raw sugars, equal or superior to No. 1 Standard, mentioned in § 11, are assimilated to refined sugars, for the taxation of the duties of which the total for these two descriptions of sugar is brought together in the accounts.

§ 16. Uncrystallizable molasses proceeding from the manufacture or refining of sugar, are not admitted on importation at the duty of 15 francs per 100 kilogrammes, unless their saccharine richness is inferior to 50 per cent. Such are molasses usually resulting from the manufacture of raw cane sugar, and of raw beet-root sugar, and molasses from the refinery, termed "baker's syrups." These products are glutinous, and of a density varying from 40 to 42 degrees Beaumé. Although they do not contain crystallized sugar, they have still a richness of from 40 to 50 per cent. of crystallizable sugar, but which could not be extracted advantageously by the ordinary mode of manufacture.

§ 17. It results from the preceding paragraph, that when molasses entered at importation contains solid saccharine matter exceeding 10 per cent. in quantity, they should be assimilated to raw sugars, and subjected as such to the duty of 40 francs, 50 centimes per 100 kilogrammes, without prejudice to the penalties incurred for being incorrectly entered.

§ 18. In case of dispute between the officers and the person entering the goods, in applying (§ 16), two samples of the goods are to be taken, provided with the seal of the Administration, and of that of the person entering the goods if he desire it. One is forwarded immediately to the Administration, and the other is preserved at the Import Office. If the person interested wishes it, he can take away the goods on deposit of the duty of 40 francs 50 centimes.

§ 19. The same course is taken when the product imported does not present the characteristics indicated in § 16, and when the officers have reason to suspect that under the denomination of molasses containing less than 50 per cent. of saccharine richness, it is attempted to import syrups of manufacture obtained from the 1st, 2nd, or 3rd products, or even concentrated juice, or Melado. (See § 8.)

Except for syrups for consumption imported in quantities of 300 kilogrammes or less, and for molasses destined for distillation, the assessing of syrups and molasses can only take place at the offices at Antwerp, at Brussels, and at Ghent.

(Article 4 of Law.)

§ 21. The Royal Decree R. 1,076 modifies the rate of drawbacks granted on the exportation of refined sugars. The new discharge is applicable to sugars of which the exportation by land, the shipment in sea-going vessels, or the deposit in public warehouse, shall take place from the 1st August, 1865, whatever may be the date of the document.

§ 22. According to the terms of Article 240 of the General Regulations on Warehouses, R. 13, the duties to be levied eventually on refined sugars deposited in public warehouse before the 1st August, 1865, are calculated according to the rate shown in the permit serving for the stowing of the goods.

In the name of the Minister,
The Director-General,
(Signed) ADAN.

(No. 1078.)

CUSTOMS.

Bureaux open for the Importation of Raw Sugars and of Syrups and Molasses.

Laeken, July 3, 1865.

Seen the General Law on the collection of duties of 26th August, 1822, the Law of 6th August, 1849, modified by that of 1st of May 1858, on the transit regulations, and that of 27th April, 1865, on sugars;

Re-seen our Decree of 8th August, 1847, and our subsequent Decrees, concerning the jurisdiction of the Customs Bureaux;

On the proposition of our Minister of Finances,

We have decreed and do decree:—

Sole Article. The Customs Bureaux, designated in the annexed Table, are the only ones open for the entry for consumption by direct importation, by export from warehouse, or by delivering up to the transit regulations of raw sugars, pieces, or bastards (cassonades), and of syrups and molasses.

Nevertheless there may be entered —

1. In every Customs Bureau for consumption, syrups and molasses, recognized as comestible when the quantity does not exceed 300 kilogrammes;

2. At the Customs Bureau attached to the railways for importation, syrups and molasses for distillation.

Our Minister of Finances is charged with the execution of this Decree, which will come into force on the 1st August, 1865.

(Signed) LEOPOLD.

By the King:
The Minister of Finances,
(Signed) FRERE-ORBAN.

No. of Order.	Bureaux.	Jurisdiction of Bureaux and authorized Ways.					Warehouses.
		On Import: Entry. — On Export: Last Visit.	Unloading of Sea-going Vessels.	On Import: Discharge, Examination, and Payment. — On Export: Loading and Examination.	Reserved Radius. — On Import for the Daily Wants of the Inhabitants: Entry, Examination, and Payment. — On Export of Produce beyond Radius: Loading and Examination.	Transit.	
1.	2.	3.	4.	5.	6.	7.	8.
1	Antwerp ... 1st Bureau	... ...	...	By sea; the Scheldt .. ... By rivers; the Scheldt ... By railway (1)	... ...	...	...
2	Antwerp ... 2nd Bureau	... ...	...	For merchandize delivered from warehouses in the place	... ...	...	Public, open for transit.
3	Ghent	... ...	...	By sea and by rivers; the Canal of Terneuzen in correspondence with the Bureau of Selzaete By railway (1)	... ...	...	Ditto.
4	Brussels ... 1st Bureau	... ...	...	By sea; for merchandize imported by maritime steamers and deposited in the special warehouse approved by Art. 125 of General Regulations on Warehouses By railway (1)	... ...		...
5	Brussels ... 2nd Bureau	... ...	...	1, by sea, and 2, by rivers; the Scheldt and the canal in correspondence with the 1st Bureau at Antwerp 3, for merchandize delivered from the warehouse of the place	... ...	...	Public, open for transit.

(1) For raw sugars, syrups, and molasses imported with exemption of entry and of examination on import, through the Bureaux designated for that purpose.

Seen to be annexed to our Decree of this day.
Laeken, July 3, 1865.

(Signed) LEOPOLD.

By the King:
The Minister of Finances,
(Signed) FRERE-ORBAN.

(No. 1079.)

2ND DIRECTION.—CUSTOMS.

(*No.* 4364.—*Execution of the International Convention of November* 8, 1864, *on Sugars, as far as concerns the Importations.*

Brussels, July 26, 1865.

The regulations established affecting the importations of sugars by the International Convention of 8th November, 1864, by the Law of 27th April, 1865, and by the Royal

Decrees of 3rd and 20th July, R. 1066, 1076, and 1078, come into force on the 1st of August next. From that date the following regulations must be conformed to.

Tarif of Duties.

§ 1. The classification of sugars, of syrups, and of molasses, is summed up in the Table annexed (page 8*).

Places of Entry.

§ 2. With the exceptions made by the Royal Decree R. 1078, with regard to comestible syrups and molasses, and syrups and molasses for distillation, the Bureaux of Antwerp, Brussels, and Ghent, are alone open to the importation of raw sugars and syrups and molasses for consumption.

The entries for retail for consumption, or for nominal warehousing, and the deliveries for transit, can only be made at one of these Bureaux; in like manner, the foreign raw sugars deposited in warehouse can only be entered for consumption on delivery from the warehouses of these three towns.

Entries for Retail.

§ 3. The Tariff divides raw sugars into four classes; as the class thus becomes an integral part of the legal denomination of the merchandize, it should be specified by the importer by virtue of No. 3 of Article 120 of the General Law on the collection of duties of 26th August, 1822, and reproduced in the Custom-house documents.

In the terms of the same Article, the importer is, besides required to enter the weight of each class, as also the marks, and, if there are any, the numbers of the packages.

§ 4. If the importer does not possess sufficient information to pass the entry, the Customs permits him so examine previously the merchandize, and delivers to him for this purpose a visiting permit, No. 130, adapting it according to the description of importation.

Tare.

§ 5. The determination of the actual net weight is always compulsory for raw beet-root sugars; it is also for other raw sugars when they are imported in packages other than those in use for raw cane sugars. In other cases the tare specified by § 1 above is applied, unless the importer does not exercise the privilege granted by § 2 of Article 2 of Law, 4th April, 1843.

Discharge.

§ 6. The discharge can only commence on the production of a visiting permit, a security permit, or of a transit certificate, conformably to Article 127 of the General Law. All contrary arrangements are revoked.

§ 7. Raw sugars in casks and those of Brazil in cases being generally impregnated with syrup, the discharge should be carried on with the precautions necessary, so that the packages be moved as little as possible, so long as the determination of the class at which they are entered is not settled.

For this purpose, before moving the package from the position it occupied in the hold of the vessel, or of the boat, or in the waggon, the upper part should be marked with whiting, it should then be raised, lowered, and kept on the ground in its primitive position, the mark uppermost. The same precautions should be taken for the transport and stowage in the public warehouse.

§ 8. As the discharge proceeds the Customs cause each cask to be numbered with whiting in legible figures, and proceeds to the drawing of samples, conformably to § 14. The packages are afterwards sorted according to quality, to be brought forward for the verification of the weight. It is forbidden to reunite in the same parcel previous to the verification being made sugar of different qualities.

§ 9. The result of the verification of the weight of sugars is carried to the book form, 428 *b*, by package, and in the order of the Customs numbers, with the particulars of the marks and numbers entered.

Nevertheless, sugar in mats or bags for which an average sample has been taken may be weighed and carried out in the book, five packages at a time.

§ 10. No workman, porter, or labourer is permitted to take part in the manipulation relative to the weighing of sugars and the drawing of samples unless he is provided with the permission required by Article 33 of Law of 6th April, 1843.

* Page 183.

§ 11. The samples taken by the Customs are weighed before the removal of the merchandize and the weight is inscribed in the pattern-book, 428 *b*. The same course is followed with regard to samples which may be drawn by the trade.

§ 12. The packages may be taken away after the weight has been verified and the samples taken on condition that the person entering them consents in writing that the counter-verification of the class authorized by Article 150 of the General Law be made in due form on falling due by means of sealed samples.

Verification.

§ 13. Until now the verification of raw sugars and of syrups and molasses has consisted exclusively in the determination of the quantity; henceforth due regard must be taken of the quantity and of the class entered. On this subject the following rule must be observed:—

Verification of the Quantity.

1. The exemption from verification continues to exist on entry by railway of raw sugars, syrups, and molasses entered for the public warehouses, or in transit, according to the regulations laid down by Article 37 of Law of 4th March, 1846, R. 12, and by Articles 10 to 13 inclusive of the Law on Transit, R. 699.

2. In the event of importation to the public warehouse from the place of entry, otherwise than in the manner provided by Article 37 of the Law, R. 12, the verification of the quantity may be arrived at by the weighing of one-tenth of the packages properly filled, and having about the same weight. But in this case the Customs is bound to exercise the necessary control or to take the precautions mentioned in Article 16 and in No. 5 of Article 17 of the Transit Law, R. 699, in order to prevent any substitution on the quay or during the removal.

The verification by weight of all the packages is strictly obligatory when the merchandize is entered:—

a. For a public warehouse unattached to a railway, when the warehouse is not the place of entry;

b. For ordinary transit, after the manner of section 2 of chapter 3 of the Law, R 699;

c. For transfer from a public warehouse to another warehouse of the same sort, not attached to a railway;

d. For a nominal warehouse or for consumption, either by direct importation, by export from a public or nominal warehouse, or by being given up for transit.

Verification of the Class.

4. Two distinct operations are necessary, the taking of samples and their examination. To prevent the delays which must necessarily take place, one must only proceed to this verification in the cases provided for in No. 3 of the present paragraph. However, when for want of proper tools or instruments the precautions ordered by § 7 cannot be applied to the conveyance of sugars in casks to a public warehouse, one must proceed to the taking of samples and to the examination of the class as if the sugars were entered for immediate consumption.

Taking of the Samples.

§ 14. Without prejudice to the power of proceeding to a thorough examination, the Customs take from each package a sample of two hectogrammes at least in weight, proceeding as follows:—

1. For raw sugars in casks, one must first ascertain, by examination of the mark placed in virtue of § 8, that the position of the package has not been changed. The sample is then taken from an opening which is made in the side of the cask at the greatest diameter, that is to say, at about equal distance from the two ends and towards the middle of the diameter of the bouge. An iron adapted for this purpose is inserted into the middle of the cask to draw out the sugar. The same course is adopted for sugar in cases, with this difference, that the sample is taken from an opening made usually in the middle of the case, at about the point of intersection of diagonal lines traced on one of the two principal sides.

2. For sugars imported in mats or sacks, each package must be stabbed on the two opposite sides by means of an iron adapted for this purpose, and at least two hectogrammes of sugar must be taken out and placed on a square piece of blue paper. The

sample of the first package is marked No. 1. The same operation must be repeated for all the other packages, with this understanding, that if the sugar they contain is like the first, it must be added to No. 1, and if, on the contrary, the sugar of any one of the packages differs from the preceding samples, as many distinct samples must be formed as there are kinds of sugar. That which is important is, that a sample taken from several packages must only contain sugars of the same kind; in case of doubt or of dispute on the quality of a sugar, a special sample should be taken, as if the difference was very apparent.

§ 15. Of every sample thus prepared, two are made, each of about the weight of one hectogramme, and it is inclosed in a glass bottle. The bottle has attached to it a ticket on which is stated the country where the sugar was produced, the name of the ship, and of the captain who imported it, if it arrived by water, the mark and number of the packages, and the Customs document to which the sample relates. The bottle is afterwards sealed with the official seal and that of the importer, if he desires it. One of the two samples remains deposited in the Custom-house, and the other is immediately forwarded with the Customs document and an extract from the Landing Book mentioned at § 9, to the officers specially appointed by the Minister to proceed to the verification of the classification of the sugars.

§ 16. The taking and the arranging of the samples are under the special superintendence of a Controller or of an Examining Officer appointed for the purpose by the Director.

§ 17. As soon as the officers charged with this duty have received the samples and the documents which have reference to them, they verify the correctness of the class entered, and record the result on the Customs document and on the extract of the Landing Book. He sends back afterwards, without delay, these documents to the Examiner who has been appointed to weigh the sugars, who, after having noted in red ink on the document, 428 *b*, of the definitive classification of the sugar of each package, completes the certificate of examination by recording the weight of the sugars of each class. This certificate serves as basis for the eventual liquidation of the duties, according to Article 149 of the General Law, unless a re-examination should be demanded by virtue of Article 150 of the same Law.

§ 18. In the case where the person who is interested, or an officer of the Administration requests the re-examination of the classification of the sugars by virtue of Article 150 of the General Law of 1822, this duty is done by an officer of at least the rank of a Controller, who will be appointed for this purpose by the Director of the Province, if he has not been supplied by the Administration. This re-examination is to be decisive.

§ 19. At the expiration of each quarter, the sugars accruing from the samples taken for the classification, and which have not been claimed by the persons who entered the goods, will be weighed and forwarded to the manager of the locality to be sold for the benefit of the State.

Examination of the Samples.

§ 20. Further instructions will direct the way of forwarding the samples to the officers charged with the examination of the classification as well as the manner of performing this examination.

§ 21. As regards the examination of syrups and molasses entered as liable to the Import duty of 15 francs, the 100 kilogrammes, the §§ 18 and 19 of the Instruction R. 1077 must be complied with, as the case may be.

Nominal Warehouse.

§ 22. At the entry into a nominal warehouse, the foreign raw sugars liable to different duties, are deposited in distinct compartments, or are made into separate piles. The article 166 of the general regulation R. 13, referring to the labelling, is applicable to the foreign raw sugars admitted into a nominal warehouse.

§ 23. In the following cases, the Excise duties to be levied on foreign raw sugars admitted into a nominal warehouse, are calculated according to the quantity and the class which is shown on the permit with security which served for the warehousing, and which are carried in the account and upon the acknowledgment of receipt:—

1. Sent for consumption.
2. Difference to the prejudice of the Treasury, ascertained in the quantity or in the class at the time of re-examination.
3. Not reproducing the transit certificate or the transfer security permit.

Transitory Regulations.

§ 24. The foreign raw sugars in nominal warehouse, the 1st August, 1865, will be immediately taken to account, and the packages which contain them will be sealed. The entry and the examination of the class to which the sugars belong, will be made eventually at the time of their being sent for consumption.

The Minister of Finances,
(Signed) FRERE-ORBAN.

Merchandize.	Base.	Duties. Of Import.	Duties. Of Excise.
Refined sugars (1)—			
Candy	100 kilos.	56 57	..
In loaves	,,	52 87	..
In powder of above No. 18	,,	52 87	..
Raw sugars (2) (*a*)			
1st Class, from No. 15 to No. 18 inclusively	,,	..	46 0
2nd Class, from No. 10 to No. 15 exclusively	,,	..	45 0
3rd Class, from No. 7 to No. 10 exclusively	,,	..	43 0
4th Class. Below No. 7 .. / Molasses containing 50 per cent. or more of saccharine strength and syrup from the manufactory containing crystallizable sugar ..	,,	..	40 50
Syrup and molasses (3) (*a*)—			
Uncrystallizable molasses produced from the manufacture and the refining of sugar containing less than 50 per cent. of saccharine strength	,,	15 0	..
Syrup and molassas imported for distillation (*b*)	..	Free	..

(*a*) The legal tare is fixed as follows:—
Packages in wood (casks, cases, &c.), 15 per cent.
Canisters, 8 per cent.
Other packages—Double ones, 4 per cent.; single 2 per cent.
For raw beet-root sugars, and for raw sugars imported in packages other than those which are in use for foreign raw sugars, the duties will be taken at the nett weight.
(*b*) Syrups and molasses imported for distillation, are admitted to entry at all the offices of Customs placed on the railroads.
To be able to obtain the exemption from duties, the persons who are interested in it should observe the formalities directed by the instruction of the 11th May, 1855, R. 501. It must not be lost sight of that the supplementary duty of excise of 10 centimes per hectolitre of the contents imposable, established by the Article 7 of the Law of September 30, 1854, R. 452, is not due for the distillation of molasses imported under the system of Treaties of Trade.

NOTES OF EXPLANATION.

(1) Are assimilated to the sugars: sugars and syrup of glucose, sugars made from milk and from barley; the juice of the cocoa tree, of the palm tree, and of the marsh mallow tree; raw sugars mixed with refined.
(2) Melado and pieces or bastards (moist sugar), are assimilated to the raw sugars.
(3) Syrups other than those produced from manufactories or sugar refineries, go to the class of alimentary preserve used with brandy or sugar.

(No. 1146.)

EXCISE.

Execution of Article III of the International Convention of November 8, 1864, regulating the System of Duties on Sugars.

Brussels, March 26, 1867.

Leopold II, King of the Belgians, to all Present, and to come, Greeting.

Seen the Articles I, II, III, IV, VII, and XVII, of the Convention, regulating and system of the duties on sugars, concluded at Paris, the 8th November, 1864, between Belgium, France, United Kingdom of Great Britain and Ireland, and the Netherlands, of which the Ratifications were exchanged, the 5th July, 1865.

Seen the Protocol of the 4th July, 1866, which carries to the 5th October, of the same year, the delay settled by the Article III, of the Convention of the 8th November, 1864.

Seen the Minute signed at Brussels, the 20th September, 1866, by the Commissioners deputed by the four Governments, and making known the results obtained by the practical refining experiments made at Cologne, on 1,600,000 kilogrammes of raw sugars of different kinds and origins employed in each class in the proportions which represent by approximations the importations and production of each country;

Whereas, it results from this Minute, that the yields obtained per 100 kilogrammes of raw sugar are valued, in refined sugar in loaves, at the following quantities:—

Class of Raw Sugars.	No. of the Series of the Dutch Standards.	Yield of Sugar refined in Loaves.
1	No. 15 to 18	94
2	No. 10 to 14	88
3	No. 7 to 9	80
4	Below No. 7	67

Seen Article I of the Law of the 27th April, 1865;

On the proposition of our Minister of Foreign Affairs and of our Minister of Finances,

We have decreed and now decree;

Article 1. The duties of Excise on raw sugars is fixed as follows:—

	Per 100 Kilog. Fr. c.
Raw sugars—	
Foreign—	
From No. 15 to No. 18 inclusively	48 7
From No. 10 to No. 15 exclusively	45 0
From No. 7 to No. 10 exclusively	40 91
Below No. 7	34 26
Indigenous	45 0

Art. 2. The import duties on sugars, syrups, and molasses are fixed as follows:—

	Per 100 Kilog. Fr. c.
Refined sugars—	
Candy	54 70
In loaves	51 13
Raw sugars—	
Above No. 18	51 13
No. 18 and below	Free.
Uncrystallizable molasses produced from the manufacture or from the refining of sugar, and containing less than 50 per cent. of saccharine richness	15 0

Art. 3. The Excise drawback on exportation, or on deposit in a public warehouse, is fixed as follows:—

	Per 100 Kilog. Fr. c.
Refined sugars—	
Candy	54 70
In loaves	51 13
Raw indigenous sugars not moist—	
No. 11 and above	45 0
No. 8 to No. 11 exclusively	40 91

Art. 4. The articles 2, 3, § 1 and 4, § 1, of the Law of the 27th April, 1865, are replaced by the above Articles 1 to 3.

Articles 2 and 3 of the Royal Decree of the 20th July, 1865, are revoked.

Art. 5. The arrangements which precede will come in operation on and after the 1st of May, 1867.

Our Minister of Finances is charged with the execution of the present Decree.

(Signed) LEOPOLD.

By the King:

The Minister of Foreign Affairs,

(Signed) C. Rogier.

The Minister of Finances,

(Signed) Frere-Orban.

(No. 1147.)

3rd Direction.—Excise.

No. 17232.—*Execution of the Decree of March* 26, 1867, *on the Regulations affecting Sugars.*

Brussels, March 27, 1867.

The Royal Decree of the 26th of this month, R. 1146, determines the rate of the new duties and drawback on sugars.

A few words will be sufficient to specify the scope of this Decree which will come into force on and after the 1st of May next.

§ 1. No modification of principle having been effected by the Decree of the 26th March, in the legislation on the subject, in applying the new rate of duties and of drawback, the instructions in force and especially the Circulars of the 1st May and 25th July, 1865, R. 1067 and 1077, must be continued to be complied with.

§ 2. The new rates of import and Excise duties on raw and refined sugars, are to be applied to the quantities imported or delivered from the warehouse for consumption, on immediate payment, or on credit accounts, by virtue of permits, with security delivered after the 30th April, and followed, if necessary, by general entries after that date.

§ 3. As to the drawback on exportation, or on deposit in public warehouse of refined sugars, and of raw beet-root, indigenous sugar of the second class, the new rates of draw-

back are to be applied to the sugars of which the exportation by land, the shipment by sea-going vessel, or the deposit in public warehouse, shall have been completed on and after the 1st of May, whatever may be besides the date of the permit, No. 137 or No. 260.

In the name of the Minister:
The Director-General,
(Signed) ADAN.

No. 62.

M. Fosselaert to Lord Stanley.—(*Received April* 10.)

My Lord, *Légation de Belgique*, 21, *Arlington Street, le* 9 *Avril*, 1867.

AFIN de pouvoir satisfaire aux nombreuses demandes qui lui sont adressées par des raffineurs et des fabricants de sucre, mon Gouvernement désirerait connaître :—

1. Le montant des droits et drawbacks qui seront payés ou restitués, par l'Angleterre, à l'entrée ou à la sortie des sucres bruts et des sucres raffinés, à partir du 1 Mai prochain, conformément à la Convention du 8 Novembre, 1864.

2. Les mesures transitoires arrêtées par le Gouvernement de Sa Majesté Britannique pour que tout prime et toute protection cessent d'être accordées à la dite date.

Pour la Belgique ce double objet est reglé par l'Arrêté Royal du 26 Mars, 1867 (No. 1146*), et par la Circulaire du 27 Mars (No. 1147†), dont j'ai l'honneur d'adresser ci-joint un exemplaire à votre Seigneurie. Je viens, en conséquence, réclamer vos bons offices, my Lord, pour savoir quelles sont les mesures prises par le Gouvernement de Sa Majesté Britannique afin d'assurer, à partir du 1 Mai prochain, la complète exécution de la Convention Internationale, et de mettre ainsi le Gouvernement du Roi à même de répondre à la demande des intéressés Belges.

Je saisis, &c.
(Signé) BARTHOLEYM DE FOSSELAERT.

(Translation.)

My Lord, *Belgian Legation*, 21, *Arlington Street, April* 9, 1867.

IN order to be able to answer numerous applications from refiners and manufacturers of sugar, my Government is desirous to learn :—

1. The amount of duties and drawbacks which will be paid or returned in England on the importation or exportation of raw sugars and refined sugars, from and after the 1st of May next, in conformity with the Convention of the 8th of November, 1864.

2. The transitory measures established by the Government of Her Britannic Majesty in order that all bounty and protection may cease to be granted from and after that date.

With regard to Belgium, that double object is regulated by the Royal Decree of the 26th March, 1867 (No. 1146‡), and the Circular of the 27th March (No. 1147§), of which I have the honour to transmit a copy to your Lordship.

I therefore request your good offices, my Lord, in order to learn what are the measures taken by the Government of Her Britannic Majesty, in order to ensure, from and after the 1st May next, the complete execution of the International Convention, so that the King's Government may thus be enabled to reply to the applications of the Belgian trade.

I avail, &c.
(Signed) BARTHOLEYM DE FOSSELAERT.

No. 63.

Lord Stanley to M. Fosselaert.

Sir, *Foreign Office, April* 17, 1867.

I HAVE the honour to acknowledge the receipt of your note of the 9th instant, inclosing copies of a Decree and a Circular issued in Belgium respecting the new scale of sugar duties and drawbacks, and requesting, on the part of your Government, to

* Page 167. † Page 168. ‡ Page 183. § Page 184.

be informed of the amount of duties to be established in this country on raw sugars and refined sugars from and after the 1st of May; and what are the temporary measures to be taken by Her Majesty's Government in order that no premium or protection may be accorded after that date.

I thank you for the papers inclosed in your note; and in reply to your inquiries I beg leave to transmit to you three copies of the Act of Parliament of the present session, cap. 10, entitled "An Act to amend the Law relating to the Duties and Drawbacks on Sugar,"* which prescribes the rates of duties and drawbacks to come into force on the 1st of next month. And I have to add, that the reduction of the drawbacks under the new scale, as set forth in the Act, will, in the opinion of Her Majesty's Government, prevent the possibility of any premium or protection after the 1st of May next.

I have, &c.
(Signed) STANLEY.

No. 64.

Lord Stanley to Lord Howard de Walden.

(Extract.) *Foreign Office, June* 26, 1867.

I TRANSMIT to your Lordship copies of a correspondence which has taken place between Her Majesty's Government and the Government of France,† relative to the mode of carrying out the stipulations of Article XIII of the Convention of the 8th of November, 1864, which relate to the duties to be levied on refined sugars imported from one of the countries, Parties to that Convention, into another.

Her Majesty's Government are of opinion that the system which the French Government propose to pursue with regard to those duties is not in harmony with the principles established by Article XIII of the Convention.

On Her Majesty's Government representing their views to the French Government, the latter replied by a Memorandum, maintaining the correctness of their own interpretation of the Article in question.

Her Majesty's Government had prepared a further Memorandum in reply to the arguments of the French Government, and of this paper also I transmit to your Lordship a copy.‡

But they think it best, before making any further communication to the French Government, to endeavour to ascertain the view which the Belgian and Netherlands Governments take of this matter. I have, therefore, to instruct your Lordship to communicate the inclosed papers to the Belgian Government for their consideration.

The matter is of considerable importance to the sugar trade in Great Britain, Belgium, and Holland; for, if the system advocated by the French Government should prevail, there would be no chance of any refined sugar being imported into France from the other three countries, Parties to the Convention of 1864, during the continuance of the Convention.

I would only add, that the French Government are under a misapprehension in supposing that Her Majesty's Government objects to their maintaining their actual duties on raw sugars. The single point to which the British remonstrance was directed, is that of the duty on refined sugar.

P.S.—I address a similar despatch to Sir John Milbanke-Huskisson.

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* Page 50. † Nos. 13, 18, and 19. ‡ Inclosure in No. 21.

No. 65.

Lord Howard de Walden to Lord Stanley.—(Received July 19.)

My Lord, *Brussels, July 18, 1867.*

WITH reference to your Lordship's despatch of the 26th ultimo, and to my communication on the subject to the Belgian Government, I have the honour to inclose a copy of the answer I have this day received from M. Rogier.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

Inclosure in No. 65.

M. Rogier to Lord Howard de Walden.

(Extrait.) *Bruxelles, le 17 Juillet, 1867.*

J'AI eu l'honneur de recevoir la lettre de votre Excellence en date du 29 Juin, contenant une correspondance échangée entre son Gouvernement et celui de France, relativement à l'exécution de l'Article XIII de la Convention du 8 Novembre, 1864, sur le régime des sucres.

Votre Excellence demande si l'opinion exprimé par son Gouvernement dans cette correspondance est partagée par le Gouvernement Belge.

Dès le mois dernier nous avons adressé des observations au Gouvernement Français, en lui faisant remarquer que suivant cette disposition le droit sur les sucres raffinés devant être calculé par la France d'après le rendement des sucres No. 15 à No. 18, et nullement d'après un rendement moyen comme il le prétend, tout en reconnaisant que l'application ainsi entendue de l'Article XIII pourrait, pour quelques espèces de sucres, être peu favorables aux raffineurs Français, nous faisions remarquer que le maintien du tarif actuel était moins favorable encore aux raffineurs des autres pays; nous ajoutions d'ailleurs que le Gouvernement Français échapperait à cette alternative, et mettrait ses raffineurs et ceux des pays associés sur un pied d'égalité absolue, qui est le but de la Convention, le jour où il établirait un rapport exact entre l'échelle des droits d'entrée et les rendements Conventionnels, sans détaxes ni surtaxes.

(Translation.)

(Extract.) *Brussels, July 17, 1867.*

I HAVE had the honour to receive your Lordship's letter of the 29th of June, inclosing a correspondence which has taken place between your Government and the Government of France, with regard to the execution of Article XIII of the Convention of the 8th of November, 1864, relative to the system of sugar duties.

Your Lordship asks whether the opinion expressed by your Government in that correspondence is shared by the Belgian Government.

In the course of last month we addressed observations to the French Government pointing out to them that, according to that arrangement, the duty upon refined sugar ought to be calculated by France according to the yield of sugars No. 15 to No. 18, and not according to an average yield, as contended by France, while admitting that the application of Article XIII in this sense might, for some classes of sugar, be unfavourable to the French refiners, we pointed out that the maintenance of the present tariff was still less favourable to the refiners of other countries; we added, moreover, that the French Government would escape that alternative, and would place their refiners, and those of the Contracting Countries, on the footing of perfect equality which is the object of the Convention, the moment it should establish an exact correlation between the scale of import duties and the yields established by the Convention, without either exemption or surtax.

No. 66.

Mr. Egerton to the Secretary of the Board of Trade.

Sir, *Foreign Office, July 19, 1867.*

I AM directed by Lord Stanley to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, copy of a despatch from Her

Majesty's Minister at Brussels,* inclosing the answer of the Belgian Government to the communication made to them on the subject of the duties in France on refined sugar.

I am, &c.

(Signed) E. C. EGERTON.

No. 67.

Lord Stanley to Lord Howard de Walden.

(Extract.) *Foreign Office, October 29, 1867.*

I HAVE to instruct your Lordship to inquire of the Belgian Government, and inform me whether, since the date of your despatch of the 18th of July last, they have received from the French Government any definitive answer on the subject of the duty to be levied in France on refined sugar.

No. 68.

Lord Howard de Walden to Lord Stanley.—(Received November 1.)

(Extract.) *Brussels, October 31, 1867.*

IN reply to your Lordship's despatch of the 29th instant, I have the honour to state that M. Rogier informs me that the French Government had not acquiesced in the representations which had been made to them by the Belgian Government under date of the 19th of June; that in consequence fresh instructions had just (under date of the 26th instant) been sent to the Belgian Minister at Paris, to renew his protest against the mode in which the French Government was carrying out Article XIII of the Convention of the 8th November, 1864, which relates to the duties to be levied on refined sugars imported from one of the countries, Parties to that Convention, into another.

No. 69.

Lord Stanley to Lord Howard de Walden.

My Lord, *Foreign Office, June 12, 1868.*

I TRANSMIT to you, for your information, a copy of a despatch from Lord Lyons,† inclosing the answer of the French Government to a further representation‡ addressed to them by Her Majesty's Government on the subject of the duties levied in France on foreign refined sugar. The French Government, while still maintaining the correctness of their own interpretation of Article XIII of the Convention of 1864, propose that, with a view to come to an agreement with the other three parties to the Convention who dispute that interpretation, a fresh meeting of the Commissioners who negotiated the Convention of 1864 should be held at the Hague; and that, as public opinion in Germany has been strongly expressed in favour of uniting with Great Britain, France, Belgium, and Holland, in a course of action with regard to the sugar duties, based on the Convention of 1864, Prussia should be invited to assist, in the name of the Zollverein, at the proposed meeting.

Your Lordship will perceive by the answer which I have returned to the communication of the French Government, and of which I also transmit to you a copy,§ that Her Majesty's Government have assented to both proposals.

The French Government have doubtless made similar proposals to the Belgian Government, and I have to instruct your Lordship to ascertain what answer has been returned to them; in order that, if all parties assent, Her Majesty's Government may address to the Prussian Government an invitation to assist at the proposed Conference at the Hague.

I am, &c.

(Signed) STANLEY.

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* No. 65. † No. 30. ‡ Memorandum inclosed in No. 23. § No. 36.

No. 70.

Lord Howard de Walden to Lord Stanley.—(Received June 16.)

My Lord, *Brussels, June 15, 1868.*

IN reply to your Lordship's despatch of the 12th instant, I have the honour to inform you that the Belgian Government has received from the French Government propositions for a fresh meeting of the Commissioners who negotiated the Convention of 1864 for the regulation of the sugar duties, similar to those made to Her Majesty's Government; and that they have acceded to them.

I have, &c.

(Signed) HOWARD DE WALDEN AND SEAFORD.

No. 71.

Lord Stanley to Howard de Walden.

My Lord, *Foreign Office, June 20, 1868.*

YOUR Lordship states in your despatch of the 15th instant, that the Belgian Government has assented to the proposal of the French Government that a fresh meeting of the Commissioners who negotiated the Convention of the 8th November, 1864, relative to the sugar duties, should be held at the Hague. I learn from Her Majesty's Minister at the Hague that the Netherlands Government has likewise assented to that proposal, as well as to the further proposal of the French Government that Prussia should be invited to send Commissioners to that meeting to assist in the Conferences on the part of the Zollverein States.

As I presume the Belgian Government have assented to this proposal likewise, I have instructed Her Majesty's Ambassador at Berlin to address to the Prussian Government the requisite invitation in the name of Her Majesty's Government.

I am, &c.

(Signed) STANLEY.

Netherlands.

No. 72.

Mr. Mallet to Mr. Egerton.—(Received February 20.)

Office of Committee of Privy Council for Trade,
Sir, *Whitehall, February 19, 1867.*

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the inclosed copies of Resolutions agreed to by the House of Commons, fixing the duties of Customs to be charged upon the importation of sugar into Great Britain and Ireland, as well as the drawbacks to be allowed on the exportation of refined sugar from the United Kingdom to foreign parts, together with the duties of Excise on sugar made in the United Kingdom.

I am to request that, in laying these Resolutions before Lord Stanley, you will move his Lordship to cause them at once to be communicated to the Governments of France, Belgium, and the Netherlands, with a request that Her Majesty's Government may be furnished with the statements of the corresponding duties and drawbacks which will be established by those Powers in fulfilment of the Declaration of the 20th November, 1866, and also of the dates at which they will be brought into force in those countries respectively.

I have, &c.
(Signed) LOUIS MALLET.

Inclosure in No. 72.

Resolutions.

[See Inclosure in No. 1.]

No. 73.

Lord Stanley to Mr. Ward.

Sir, *Foreign Office, February 20, 1867.*

I TRANSMIT to you a copy of the Resolutions* passed by the House of Commons relative to the duties of Customs and Excise and drawbacks on sugar, with a view to give effect to the rates resulting from the yields of different classes of raw sugar on refining, as established by the Declaration signed at Paris on the 20th of November last.

In communicating these papers to the Netherland Government, you will state that Her Majesty's Government are prepared to put the new duties into operation on the 1st of March; and you will ascertain and let me know, at the earliest possible moment, whether the Netherland Government are prepared to do so likewise. If not, you will request them to instruct their Minister at Paris to arrange with the French Government and the British and Belgian Ministers, the earliest day on which the new scale of duties may be simultaneously put into operation in all the four countries.

You will send your answer by telegraph, and, if necessary, communicate with Lord Howard de Walden and Mr. Fane in the same manner.

You will also request the Netherland Government to furnish you with a statement of

* See Inclosure in No. 1.

the corresponding duties and drawbacks which will be established by them in fulfilment of the Declaration of the 20th of November, 1866.

I am, &c.
(Signed) STANLEY.

P.S.—I address a corresponding despatch to Lord Howard de Walden and Mr. Fane.

No. 74.

Lord Stanley to Mr. Ward.

(Telegraphic.) *Foreign Office, February* 23, 1867.

STATE to the Dutch Government that we shall be ready to carry out the new system of sugar drawbacks on the 1st of March, on hearing that the three other Powers are also prepared to do so, which, looking to the wishes expressed in the Conference of the 20th September, that the arrangement should come into effect on the 1st of January, it seems impossible to doubt. Report result by telegraph, so that there may be no delay in passing our Bill, which will not be proceeded with until the date is agreed upon by all the Powers. Belgium and France are understood to agree to the date.

No. 75.

Mr. Ward to Lord Stanley.—(*Received February* 23.)

(Telegraphic.) *The Hague, February* 23, 1867.

THE Netherland Government cannot, for want of time, carry out the new system of sugar drawbacks on the 1st of March. They would prefer adhering to the existing arrangement for its taking effect on the 1st of May, but the earliest date they could accept is the 1st of April, and that on condition of arrangements for the floating cargoes shipped on the understanding of the change taking effect on the 1st of May.

No. 76.

Mr. Ward to Lord Stanley.—(*Received February* 25.)

My Lord, *The Hague, February* 23, 1867.

ON the 19th instant the French Chargé d'Affaires received a telegram from his Government, instructing him to invite the Netherland Government to accede to a proposal for bringing the new system of sugar drawbacks into effect on the 1st of March, instead of the 1st May next. The answer to his application, however, was to the effect that sufficient time was not allowed for the formalities necessary before the change could be regularly authorized, but that there would be no objection to fixing the 1st of April for this purpose, on condition that arrangements should be made for the floating cargoes shipped on the understanding that the new regulations were to be brought into force on the 1st of May.

Yesterday, I received a telegram from Lord Howard de Walden, inquiring whether the Dutch Government would accede to the proposed change; to which I returned for answer that I had received no instructions to inquire, but that I understood they could not accept an earlier date than the 1st of April. A second telegram from Lord Howard informed me that he was instructed to let me and Her Majesty's Minister at Paris know what the Belgian Government could do with a view to simultaneous action on the 1st of March, if possible. My reply was that this Government find it impossible to be ready on the 1st of March, as I had taken the opportunity last night of ascertaining the decision of the Minister of Finance upon the subject.

On the receipt of your Lordship's telegram of this day's date I again communicated with the Minister of Finance, and replied by telegraph at 5·45 this afternoon.

Count Schimmelpenninck has explained to me that the formalities necessary before the alteration can be embodied in a law cannot possibly be completed, notwithstanding his earnest desire to comply with the wishes of Her Majesty's Government, within the

time limited; every Bill requiring to be submitted to and reported upon by the Council of State, independently of the preliminary examination by the sections of the Chambers.

I have, &c.

(Signed) WILLIAM R. WARD.

No. 77.

Lord Stanley to Mr. Ward.

(Telegraphic.) *Foreign Office, February* 27, 1867.

HER Majesty's Government cannot accept the condition as to floating cargoes which the Netherland Government attach to their consent to the new scale of sugar drawbacks coming into operation on the 1st of April.

Her Majesty's Government proposed the 1st of March, assuming from the concluding passage of the Protocol of Conference of 20th September, that delay was only anticipated to arise in England in procuring the sanction of Parliament; but it now appears that legislation is also required in Holland. State to the Dutch Government that the prevailing uncertainty as to the date of the new system coming into operation is very injurious to trade, and urge them to name the earliest day on which, irrespective of any conditions, they will be enabled by their legislation, and be willing to admit the enforcement of the new arrangement under the Convention.

No. 78.

Mr. Ward to Lord Stanley.—(Received February 28.)

(Telegraphic.) *The Hague, February* 28, 1867.

THE Dutch Government are bound by the terms of the Declaration made at Paris on the 20th November, and published here on the 7th December, in which the explanatory words of the Protocol of 20th September, do not follow the expression "à partir du 1er Mai, 1867." The trade, therefore, have made its arrangements on this understanding, and this Government cannot bring the new scale of duties into operation before the 1st of May, without making a reservation in favour of floating cargoes, lest they should make themselves responsible to the importers for the loss incurred.

No. 79.

Lord Stanley to Mr. Ward.

(Telegraphic.) *Foreign Office, March* 1, 1867.

ASCERTAIN from Dutch Government what are precise conditions with regard to floating cargoes that they would think necessary if the alterations in the duties and drawbacks on sugar were to be made to take effect on April 1st.

Is it proposed that the Dutch reservation in favour of floating cargoes shall extend to drawbacks and bounties, as well as to import duties; and if so, in what way they will apply?

Obtain also new scale of duties and drawbacks to be brought into operation in Holland under Convention of 1864.

Let me have a full written reply by Monday.

No. 80.

Mr. Ward to Lord Stanley.—(Received March 4.)

My Lord, *The Hague, March* 2, 1867.

I HAVE the honour to acknowledge the receipt of your Lordship's telegram of the 1st instant, directing me to ascertain the conditions with regard to floating cargoes which the Dutch Government would consider necessary in the event of bringing the new system of sugar duties and drawbacks into operation on 1st April.

The inclosure No. 1, of which a translation is annexed, is the draft of an Article proposed to be added to the Royal Decree, by which the new system of duties will be brought into force. It provides that floating cargoes purchased previously to the date of

15th March, on the publication of the Decree, inclusive, shall be admitted for consumption or entry in bond for the purpose of refinement upon the footing of the present rates of duties and drawbacks up to the 30th of April inclusive, on condition that the parties interested shall give notice to the local receiver of the sugar Excise within three days from the date on which the Decree shall take effect, of the cargoes so purchased, together with declarations on their own behalf, and of the parties from whom they purchased, or of their brokers, attesting the sale.

If the new system is not to come into force until the 1st May, then, of course, this Article will be superfluous, and the Royal Decree will consist of a single Article publishing the new rates of duty to take effect from the above-mentioned date.

It is necessary to explain the Dutch system of drawbacks, in order to answer the question whether the Dutch reservations will extend to drawbacks and bounties, as well as import duties.

By the "law for establishing an excise upon sugar," now in force, a translation of which will be found in my Report of 15th June, 1865, printed at page 254 of the Reports of Her Majesty's Secretaries of Legation for that year, the refiner is debited with the amount of duty on his importations, according to the scale contained in that law, and is allowed to set off against that debit a sum equal to the duty on refined sugar for the quantity of refined sugar, or sugar equivalent to refined, exported by him; and on the exportation of bastards of the 1st, 2nd, 3rd, or 4th classes, a sum equal to the duties on those classes respectively.

Now, in the event of bringing the new scale into operation on the 1st April, raw sugars imported during the month of April, under the conditions already quoted in inclosure No. 1, will be debited with the duties according to the rates now in force, while no difference will take place in awarding the drawback for refined sugar, namely, at the standard rate of 27 florins per 100 kilogrammes, which will continue in force under the new system, as well as under that now existing. Bastards will, however, receive drawback according to the new scale, which will give for the sugars imported before the bringing into operation of the new system a trifling premium in favour of bastards of the 1st and 2nd classes, while the 3rd and 4th being liable under the new system to a lower rate of duty, and receiving consequently a lower drawback will probably be declared in conformity with the new rates. Under similar circumstances there would be a premium in England for the 3rd class, which is liable to a higher duty and drawback under the new system.

The quantity of bastards exported is so trifling in comparison with that of refined sugar, that it obviously would not be worth while carrying out the minute inspection and regulations which would be necessary to verify the fact whether bastards are extracted from raw sugar imported before or after the period in question.

The exports of bastards for the year 1866, amounted to 499,000 kilogrammes, those of refined sugar to 83,275,000.

If Her Majesty's Government should think it expedient to desire that the Dutch Government should introduce the new system on 1st April, I am requested to press urgently upon your Lordship the necessity of giving them an early notice, that is to say, not later than a week from this date, in order that sufficient time may be given for passing the Decree through the Council of State.

I have the honour to transmit also a copy of a paper containing a comparative view of the rates of duty now in force, and of those which will be brought into force under the new system.

I have, &c.
(Signed) WILLIAM R. WARD.

Inclosure 1 in No. 80.

Article proposed to be inserted in the Royal Decree bringing into Operation the New Regulations respecting Duties on Sugar, and Drawbacks, in the Netherlands.

(Translation.)

THIS decree comes into operation on the 1st of April, 1867, with the following exception, however, that, floating cargoes already purchased on the 15th of March, 1867, may be declared for consumption directly or for entry in bond with allowance of credit up to the 30th of April, 1867, at the latest, on condition that the parties interested shall within three days from the date when this decree comes into operation, deliver a specification of the cargoes so purchased to the local receiver of excise on sugar, accompanied by declarations on their own behalf and on that of the vendors o their brokers verifying the fact of such sale.

Note.—It is proposed to insert instead of 15th March, 1857, "the date of the publication of this Decree."

Inclosure 2 in No. 80.

DROITS à l'Importation et Drawbacks sur les Sucres en Hollande, au 1 Mars, 1867, comparés avec les Droits et Drawbacks qui seront etablis en exécution de l'Article 3 de la Convention du 8 Novembre, 1864.

Catégories.	Droits à l'Importation.				Drawbacks.	
	Actuels (1 Mars, 1867).		Qui seront établis.		Actuels.	Qui seront établies.
	En Centimes.	Montant.	En Centimes.	Montant.		
		Fl. PB. c.		Fl. PB. c.	Fl. PB. c.	Fl. PB. c.
Sucres raffinés—						
Pains et autres sucres blancs ..	1·00	27 0	1·00	27 00	27 00	27 00
Candi	1·07	28 89	1·07	28 89	28 89	28 89
Sucres bruts—						
1ère Classe .. (15—18)	0·88	23 76	0·94	25 38	..	..
2me Classe .. (10—14)	0·86	23 22	0·88	23 76	..	..
3me Classe .. (7—9)	0·81	21 87	0·80	21 60	..	..
4me Classe .. (au-dessous de 7)	0·76	20 52	0·67	18 9	..	..
Vergeoises—						
1ère Classe .. (15—18)	Comme les sucres bruts				23 76	25 38
2me Classe .. (10—14)					23 22	23 76
3me Classe .. (7—9)					21 87	21 60
4me Classe .. (au-dessous de 7)					20 52	18 9

(Translation.)

DUTIES of Import and Drawbacks on Sugars in Holland, on the 1st of March, 1867, compared with the Duties and Drawbacks which will be established in execution of Article III of the Convention of November 8, 1864.

Classes.	Duties of Import.				Drawbacks.	
	Actual (March 1, 1867).		To be established.		Actual.	To be established.
	Per-centage.	Amount.	Per-centage.	Amount.		
		Dutch florins.		Dutch florins.	Dutch florins.	Dutch florins.
Refined sugars—						
Loaves and other white sugars ..	1·00	27 0	1·00	27 0	27 00	27 00
Candy	1·07	28 89	1·07	28 89	28 89	28 89
Raw sugars—						
1st Class .. (15—18)	0·88	23 76	0·94	25 38	..	..
2nd Class .. (10—14)	0·86	23 22	0·88	23 76	..	..
3rd Class .. (7—9)	0·81	21 87	0·80	21 60	..	..
4th Class .. (below 7)	0·76	20 52	0·67	18 9	..	..
Bastards and pieces—						
1st Class .. (15—18)	As raw sugars				23 76	25 38
2nd Class .. (10—14)					23 22	23 76
3rd Class .. (7—9)					21 87	21 60
4th Class .. (below 7)					20 52	18 9

No. 81.

Mr. Ward to Lord Stanley.—(*Received March* 3.)

My Lord, *The Hague, March* 2, 1867.

I HAVE the honour to inclose a copy of the official answer which Count de Zuylen has returned to my application to him, in conformity with the instructions of your Lordship's despatch of the 20th ultimo, to send instructions to the Netherland Minister in Paris to come to an arrangement with the other Powers interested as to the period for bringing into operation the new system of sugar drawbacks.

I have, &c.

(Signed) WILLIAM R. WARD.

Inclosure in No. 81.

Count de Zuylen to Mr. Ward.

La Haye, le 1 *Mars*, 1867.

LE Soussigné, après avoir consulté son collègue des Finances, a l'honneur de porter connaissance de Mr. Ward, en réponse à sa note du 25 Février, que le Gouvernement

Néerlandais n'est pas à même de mettre en vigueur à dater du 1 Mars, la mesure relativement aux nouveaux rendement des sucres.

En conséquence il vient de donner suite à la proposition contenue dans la note de Mr. Ward, et il a muni le Ministre de Sa Majesté le Roi à Paris des instructions nécessaires pour se concerter avec MM. les Plénipotentiaires de la Grande Bretagne, de France, et de Belgique, sur l'époque à fixer pour l'introduction simultanée dans les quatre Etats de la mesure susmentionnée.

Comme la Déclaration du 20 Novembre porte, "le présent arrangement sera exécutoire à partir du 1 Mai, 1867," et que les fabricants de sucre auront peut-être compté sur cette date, et comme d'ailleur le Conseil d'Etat Néerlandais doit nécessairement être consulté sur la matière, il ne sera guère possible d'admettre une époque plus rapprochée.

Le Soussigné transmet ci-joint une notice des nouveaux droits et drawbacks à établir dans les Pays-Bas sur les sucres.

(Signé) DE ZUYLEN DE NYEVELT.

Nouveaux droits et drawbacks à établir dans les Pays-Bas sur les sucres.

	Les 100 kilos. Fl. c.
Mélis lumps et poudres—	
Blanchis	27 0
Candi	28 89
Sucres bruts—	
Nos. 18–15	25 38
„ 14-10	23 76
„ 9-7	21 60
Au-dessous de 7	18 9

Les vergeoises seront assimilés aux sucres bruts selon le type auquel il appartiennent.

(Translation.)

The Hague, March 1, 1867.

THE Undersigned, after having consulted his colleague of Finance, has the honour to acquaint Mr. Ward, in reply to his note of the 25th of February, that the Netherlands Government is unable to put in force the measure relative to the new yields of sugars on the 1st of March.

In consequence, he has adopted the proposition contained in Mr. Ward's note, and has furnished the Minister of His Majesty the King at Paris with the necessary instructions to arrange with the Plenipotentiaries of Great Britain, France, and Belgium, the date to be fixed for the simultaneous introduction of the above-mentioned measure in all four countries.

As the Declaration of the 20th of November states, "the present arrangement shall come into operation from and after the 1st of May, 1867," and as the sugar manufacturers will perhaps have reckoned upon that date, and as, moreover, the Netherlands Council of State must necessarily be consulted upon the subject, it will be scarcely possible to admit an earlier date.

The Undersigned transmits, inclosed, a note of the new duties and drawbacks to be established in the Netherlands upon sugars.

(Signed) DE ZUYLEN DE NYEVELT.

New Duties and Drawbacks to be established in the Netherlands upon Sugars

	Per 100 kilos. Frs. c.
Pure sugar, lumps and powders—	
White	27 0
Candy	28 89
Raw sugars—	
Nos. 18 to 15	25 38
Nos. 14 to 10	23 76
Nos. 9 to 7	21 60
Below No. 7	18 9

Bastards and pieces shall be assimilated to raw sugars, according to the class to which they belong.

No. 82.

Lord Stanley to Mr. Ward.

Sir, *Foreign Office, March* 6, 1867.

I HAVE to acquaint you that Her Majesty's Government have come to the conclusion that it would not be expedient to accede to the conditions as to floating cargoes, on which the Dutch Government insist in case the new scale of duties and drawbacks on sugar were to be carried into effect before the 1st of May next.

Her Majesty's Government have therefore determined that the new duties and drawbacks on sugar in the United Kingdom shall take effect from the 1st of May next; and they will, therefore, cause the Bill on the subject, which is now before Parliament, to be amended in accordance with their decision.

You will communicate this despatch to the Netherland Government.

I am, &c.

(Signed) STANLEY.

No. 83.

Lord Stanley to Mr. Ward.

Sir, *Foreign Office, March* 19, 1867.

HER Majesty's Government are desirous to obtain, as early as possible, accurate information as to the mode in which each of the other three Powers, Contracting Parties to the Convention of the 8th of November, 1864, respecting duties and drawbacks on sugar, propose to give effect thereto.

In your despatch of the 2nd instant you transmitted to me Tables of the duties and drawbacks to be established in Holland. But before communicating those Tables to the sugar trade in this country, Her Majesty's Government would wish to know whether the Tables contain the scales finally adopted by the Netherlands Government, and may be relied on as not liable to further alteration before the 1st of May next.

I have also to instruct you to ask for explanations showing how sugar in bond on the 1st of May in Holland will be dealt with, and to procure information which will fully explain the mode in which it is proposed to treat sugar that may have been delivered at an earlier date than the 1st of May, under bond, for refining, or upon credit for payment of existing duties, or upon actual payment in cash of such duties.

Her Majesty's Government would be glad also to learn how it is proposed to prevent such sugars from receiving bounties in the shape of drawback under the new code, if that drawback is to be continued at the amount at present allowed.

I request that you will obtain as soon as possible the information thus sought for, as it is very necessary that Her Majesty's Government should be promptly made aware of any change in the existing regulations which may be adopted before the 1st of May.

I am, &c.

(Signed) STANLEY.

No. 84.

Mr. Ward to Lord Stanley.—(Received March 25.)

My Lord, *The Hague, March* 22, 1867.

I HAVE the honour to inclose a copy, with a translated abstract, of the Royal Decree for carrying into effect the new scale of sugar duties on the 1st of May next, in conformity with the Declaration signed at Paris on the 20th November last by the Representatives of Great Britain, France, Belgium, and the Netherlands.

I have, &c.

(Signed WILLIAM R. WARD.

Inclosure in No. 84.

Royal Decree.

(Translated abstract.)

WITH reference to the Declaration made at Paris in November 20, 1866, by the epresentatives of the Netherlands, Belgium, France, and Great Britain, fixing the

"rendements" on raw sugars, &c., we have decreed that, from the 1st of May, 1867, the proportions and amounts of excise shown in the third and fourth columns of the Table given in Article 2, paragraph 1, of the Law of June 2, 1865, on the therein-named sugars, shall be as follows:—

	Proportions.	Amounts.
Raw sugars—	Fl. c.	Fl. c.
1st class	0 94	25 38
2nd class	0 88	23 76
3rd class	0 80	21 60
4th class	0 67	18 9
Extraordinary	0 2	25 92
Above 1st Class—		
Bastards divided in classes as the raw sugars	Same as raw sugars.	
Molasses	0 67	18 9
Grape sugar	0 67	18 9

Our Minister of Finance is charged with the execution of this Decree, which shall be simultaneously published in the "Staatsblad," and "Staats-courant," and of which a copy shall be forwarded to the Council of State.

The Hague, March 14, 1867.

(Signed) WILLIAM.

The Minister of Finance,
(Signed) B. J. SCHIMMELPENNINCK.

Published March 20, 1867.
The Minister of Justice,
(Signed) BORRET.

No. 85.

Mr. Ward to Lord Stanley.—(Received March 27.)

My Lord, *The Hague, March* 25, 1867.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th instant, requiring information respecting the prospective operation of the new system of duties and drawbacks upon sugar in the Netherlands.

My despatch of the 22nd instant will have already acquainted your Lordship with the publication of the Decree establishing the new rates in conformity with the Declaration signed at Paris on the 20th November last.

With respect to the mode in which it is proposed to treat sugar that may have been delivered at an earlier date than the 1st of May for refining, it is necessary to explain that the system in Holland under the law now existing is to permit refiners to import raw sugars with a credit of two months, allowing them to set off against the duty charged to them during the first five weeks of such credit, a drawback on exportation equal to the amount of duty on each class of sugar exported.

Thus parcels of raw sugar imported up to the 30th April inclusive, will be charged with duty at the respective rates of—

	Per 100 kilos. Fl. cts.
First class	.. 23 76
Second class	.. 23 22
Third class	.. 21 87
Fourth class	.. 20 52
Extraordinary class	.. 24 30
Bastards	as raw sugars.

While upon exportation, drawback will be set or written off against the duty on refined sugar of 27 florins per 100 kilogrammes, and on candy of 28 florins 89 cents, being the amount of excise charged on each of those classes respectively, and on the other classes at rates also equal to the respective duties under the new system during the five weeks reckoned from the date at which the importers are charged with the duty. There will then be an advantage on the importation of sugars of the 1st and 2nd class, while those of the 3rd and 4th, being charged with a lower duty under the new system, would be imported at a disadvantage before the 1st of May.

The system works of itself, and the advantage to be derived from the difference between the old and new rate of duties is limited only by the amount by which the refiner is debited, and the expiry of the five weeks from the date of importation.

I have, &c.
(Signed) WILLIAM R. WARD.

No. 86.

Lord Stanley to Sir J. Milbanke-Huskisson.

(Extract.) *Foreign Office, June 26, 1867.*

I TRANSMIT to you copies of a correspondence which has taken place between Her Majesty's Government and the Government of France,* relative to the mode of carrying out the stipulations of Article XIII of the Convention of the 8th of November, 1864, which relate to the duties to be levied on refined sugars imported from one of the countries, Parties to that Convention, into another.

Her Majesty's Government are of opinion that the system which the French Government propose to pursue with regard to those duties is not in harmony with the principles established by Article XIII of the Convention.

On Her Majesty's Government representing their views to the French Government, the latter replied by a Memorandum, maintaining the correctness of their own interpretation of the Article in question.

Her Majesty's Government had prepared a further Memorandum, in reply to the arguments of the French Government, and of this paper also I transmit to you a copy.†

But they think it best, before making any further communication to the French Government, to endeavour to ascertain the view which the Netherland and Belgian Governments take of this matter.

I have therefore to instruct you to communicate the inclosed papers to the Netherland Government for their consideration.

The matter is of considerable importance to the sugar trade in Great Britain, the Netherlands, and Belgium; for if the system advocated by the French Government should prevail, there would be no chance of any refined sugar being imported into France from the other three countries, Parties to the Convention of 1864, during the continuance of the Convention.

I would only add, that the French Government are under a misapprehension in supposing that Her Majesty's Government object to their maintaining their actual duties on raw sugars. The single point to which the British remonstrance was directed, is that of the duty on refined sugar.

P.S.—I address a similar despatch to Lord Howard de Walden.

No. 87.

Sir J. Milbanke-Huskisson to Lord Stanley.—(Received July 8.)

(Extract.) *The Hague, July 4, 1867.*

ON receipt of your Lordship's despatch of the 20th ultimo, I arranged an interview with the Netherland Minister for Foreign Affairs for the purpose of communicating to his Excellency the correspondence which has passed between your Lordship and the French Government on the subject of the interpretation put by the latter on the stipulations of the XIIIth Article of the Sugar Convention of the 8th of November, 1864; and in order that the question at issue might be thoroughly gone into, it was agreed that the principal negotiator of the Treaty on the part of this Government should be present.

We accordingly met yesterday, and I then learned from M. Uijttenhooven that he was at no difficulty to comprehend the reason why it was sought to adopt the general average, instead of adhering to the classes specified in the Convention for determining the rate of duties to be levied on the importation of refined sugars into France; and he proved by a series of calculations, if they were correct, that the rate of duties under the latter system would clash disadvantageously with those to which the sugars refined in France are now subjected. He said, that the quantity of refined sugar imported into that country from Holland was too small to give much importance to the question in so far as it touched the Dutch refiners, but he admitted that it was one of considerable moment to Belgium.

Count Zuylen, who was not in office when the negotiations for the Convention were going on, and consequently was not very well acquainted with the subject, took but little part in the conversation; but after having carefully perused the XIIIth Article, pronounced, in concert with M. Uijttenhooven, his most decided opinion that the meaning sought to be given to its stipulations by France were entirely erroneous.

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* Nos. 13, 18, and 19. † Inclosure in No. 21.

No. 88.

Lord Stanley to Admiral Harris.

Sir, *Foreign Office, June* 12, 1868.

I TRANSMIT to you, for your information, a copy of a despatch from Lord Lyons,* inclosing the answer of the French Government to a further representation† addressed to them by Her Majesty's Government on the subject of the duties levied in France on foreign refined sugar. The French Government, while still maintaining the correctness of their own interpretation of Article XIII of the Convention of 1864, propose that, with a view to come to an agreement with the other three Parties to the Convention, who dispute that interpretation, a fresh meeting of the Commissioners who negotiated the Convention of 1864, should be held at the Hague; and that, as public opinion in Germany has been strongly expressed in favour of uniting with Great Britain, France, Holland, and Belgium, in a course of action with regard to the sugar duties, based on the Convention of 1864, Prussia should be invited to assist, in the name of the Zollverein, at the proposed meeting.

You will perceive, by the answer which I have returned to the communication of the French Government, and of which I also transmit to you a copy,‡ that Her Majesty's Government have assented to both proposals.

The French Government have doubtless made similar proposals to the Netherland Government, and I have to instruct you to ascertain what answer has been returned to them, in order that, if all parties assent, Her Majesty's Government may address to the Prussian Government an invitation to assist at the proposed Conference at the Hague.

I am, &c.

(Signed) STANLEY.

No. 89.

Vice-Admiral Harris to Lord Stanley.—(Received June 19.)

My Lord, *The Hague, June* 16, 1868.

WITH reference to your Lordship's despatch dated the 12th instant, I am informed by my French colleague, M. Baudin, that the Netherland Government has assented to the proposal made by that of France, that a fresh meeting of the Commissioners who negotiated the Convention of 1864, on the subject of the sugar duties, should be held at the Hague, with a view to come to an agreement on the interpretation of Article XIII of that Convention.

The Netherland Government also accedes to the suggestion that the Prussian Government should be invited to assist at the proposed Conference. No date for the proposed meeting has as yet been mentioned in the correspondence.

I have not had an opportunity of seeing M. Roest van Limburg since the receipt of your Lordship's despatch, as he has been engaged in the Second Chamber; but the Under-Secretary of his Department confirmed to me the above-mentioned information.

I have, &c.

(Signed) E. A. J. HARRIS.

No. 90.

Lord Stanley to Vice-Admiral Harris.

Sir, *Foreign Office, June* 20, 1868.

IN your despatch of the 16th instant you inform me that the Netherland Government has assented to the proposal of the French Government that a fresh meeting of the Commissioners who negotiated the Convention of November 8, 1864, relative to the sugar duties, should be held at the Hague, and that Prussia should be invited to send Commissioners to that meeting to assist in the Conferences on the part of the Zollverein States. As I learn from Her Majesty's Minister at Brussels that the Belgian Government has also assented to the French proposals, I have instructed Her Majesty's Ambassador at Berlin to address to the Prussian Government the requisite invitation in the name of Her Majesty's Government.

I am, &c.

(Signed) STANLEY.

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* No. 30. † Memorandum inclosed in No. 23. ‡ No. 36.

Prussia.

No. 91.

Lord A. Loftus to Lord Stanley.—(Received April 27.)

My Lord, *Berlin, April 25,* 1868.

M. OZENNE, the Director of the Customs at Paris, has lately visited Berlin. I am told that the object of his visit has been to ascertain whether the Prussian Government would be inclined to accede to the Convention signed last year between England, France, and Holland on the sugar duties.

M. Delbrück, the Director of the Federal Bureau, informed M. Ozenne that the Prussian Government were too occupied at this moment to be able to give their attention to the question to which he referred, but that, later, they would take the matter into consideration.

M. Ozenne has returned to Paris.

I have, &c.
(Signed) AUGUSTUS LOFTUS.

No. 92.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, April 27,* 1868.

WITH reference to my letter of the 25th instant, I am directed by Lord Stanley to transmit to you, to be laid before the Lords of the Committee of Privy Council for Trade, copy of a despatch from Her Majesty's Ambassador at Berlin,* reporting the arrival in that city of the Director of the Customs at Paris, in order to ascertain whether the Prussian Government will be willing to accede to the Convention of November 8, 1864, relative to the sugar duties.

I am, &c.
(Signed) E. C. EGERTON.

No. 93.

Lord Stanley to Lord A. Loftus.

My Lord, *Foreign Office, June 19,* 1868.

YOUR Excellency is no doubt aware that a Convention was signed on the 8th of November, 1864, between Great Britain, France, Belgium, and the Netherlands relative to the system of sugar duties in the respective countries.

A difference of opinion having arisen between the Government of France and the Governments of the other three Contracting Parties as to the construction to be placed upon Article XIII of the Convention which relates to the duties to be levied upon refined sugar imported from one of the four countries into another, it has been agreed that the Commissioners who negotiated the Convention of 1864 shall hold a fresh meeting at the Hague in the course of the ensuing month, with a view to come to an agreement on the point in dispute. And as there has been some expression of public opinion in the States of the Zollverein in favour of uniting with the four countries, Parties

* No. 91.

to the Convention of 1864, in a common course of action with regard to the sugar duties, based upon that Convention, it appears to Her Majesty's Government that the proposed Conference at the Hague would afford a very convenient opportunity for the Zollverein States to consider the matter in conjunction with the Governments of Great Britain, France, Belgium and Holland.

Her Majesty's Government attach much importance to obtaining the co-operation of the Zollverein in these approaching discussions; and I have, therefore, to instruct your Excellency to invite the Prussian Government, in their name, to send Commissioners to assist at the Conference on the part of the Zollverein States.

I inclose some copies of the Convention of 1864.

I am, &c.
(Signed) STANLEY.

No. 94.

Mr. Egerton to the Secretary to the Board of Trade.

Sir, *Foreign Office, June* 20, 1868.

WITH reference to your letters of the 27th and 30th ultimo, I am directed by Lord Stanley to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that he has ascertained from Her Majesty's Ministers at Brussels and the Hague that the Belgian and Netherlands Governments have assented to the proposal of the French Government that a fresh meeting of the Commissioners who negotiated the Convention of November 8, 1864, relative to the sugar duties, should be held at the Hague, and that the Prussian Government should be invited to send Commissioners to that meeting to assist in the Conferences on the part of the Zollverein States. Lord Stanley has therefore instructed Her Majesty's Ambassador at Berlin to address to the Prussian Government the requisite invitation in the name of Her Majesty's Government.

I am, &c.
(Signed) E. C. EGERTON.

No. 95.

Lord A. Loftus to Lord Stanley.—(Received June 29.)

My Lord, *Berlin, June* 27, 1868.

ON the receipt of your Lordship's despatch of the 19th instant, I addressed a note, copy of which I have the honour to annex, to M. Delbrück, acting for the Chancellor of the North German Confederation, conveying to the Prussian Government, on the part of Her Majesty's Government, an invitation to send Commissioners to take part in the Conferences which are to take place in the course of the ensuing month at the Hague, between the Representatives of the several Governments which signed the Convention of the 8th of November, relative to the system of sugar duties in their respective countries.

I had an interview this morning with M. Delbrück, when he informed me that the Prussian Government were very grateful for the courteous invitation of the English and French Governments to participate in the Conferences referred to, and that they would gladly accept it. His Excellency said that I should receive in a few hours his official reply to my note in the foregoing sense, and that Prussian Commissioners would be instructed to repair to the Hague, when they should be informed of the exact period for the meeting of the Conference.

In referring to the question of the sugar duties his Excellency observed that in Prussia and the Zollverein the Excise duties were levied on the amount of beet-root grown, irrespective of the produce in sugar, whereas in France and Belgium the duties were levied on the amount of sugar produced from the beet-root.

The system pursued in Prussia had been found to work satisfactorily, and it was popular with the beet-root cultivators, inasmuch as it left them free scope in the cultivation of the raw material.

His Excellency observed that this difference of system of taxing the beet-root constituted the chief difficulty in coming to an understanding relative to the

sugar duties of France and Belgium, but it was not a question on which any difference of opinion could arise with Great Britain or Holland, as the sugars consumed in England and Holland were all of Colonial production.

I have, &c.
(Signed) AUGUSTUS LOFTUS.

Inclosure in No. 95.

Lord A. Loftus to M. Delbrück.

M. le President, *Berlin, June* 23, 1868.

YOUR Excellency is no doubt aware that a Convention was signed on the 8th of November, 1864, between Great Britain, France, Belgium, and the Netherlands, relating to the system of sugar duties in the respective countries.

A difference of opinion having arisen between the Governments of France and the Governments of the other three Contracting Parties as to the construction to be placed upon Article XIII of the Convention, which relates to the duties to be levied upon refined sugar imported from one of the four countries into the other, it has been agreed that the Commissioners who negotiated the Convention of 1864 shall hold a fresh meeting at the Hague in the course of the ensuing month, with a view to come to an agreement on the point in dispute. As there has been some expression of public opinion in the States of the Zollverein in favour of uniting with the four countries parties to the Convention of 1864, in a common course of action with regard to the sugar duties based upon that Convention, it appears to Her Majesty's Government that the proposed Conference at the Hague will afford a very convenient opportunity for the Zollverein States to consider the matter in conjunction with the Governments of Great Britain, France, Belgium, and Holland.

Her Majesty's Government attach much importance to obtaining the co-operation of the Zollverein in these approaching discussions, and I am accordingly instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to invite the Prussian Government in their name to send Commissioners to assist at the Conference on the part of the Zollverein States.

I have the honour to inclose to your Excellency two copies of the Convention of 1864, and I profit, &c.

(Signed) AUGUSTUS LOFTUS.

No. 96.

Lord A. Loftus to Lord Stanley.—(Received June 30.)

My Lord, *Berlin, June* 28, 1868.

WITH reference to my despatch of yesterday's date, I have now the honour to transmit to your Lordship a translation, by Mr. Lascelles, of a note which I received last evening from M. Delbrück, notifying the acceptance by the Prussian Government of the invitation to take part in the Conference of the Representatives of Great Britain, France, Belgium, and Holland, which is to meet early next month at the Hague on the question of the sugar duties.

I have, &c.
(Signed) AUGUSTUS LOFTUS.

Inclosure in No. 96.

M. Delbrück to Lord A. Loftus.

(Translation.)

M. l'Ambassadeur, *Berlin, June* 27, 1868.

I HAVE had the honour of receiving the note of the 23rd instant, by which your Excellency, on the part of Her Britannic Majesty's Government, invites the Government of His Majesty the King of Prussia, in the name of the Zollverein, to take part in a Conference which will take place at the Hague between Great Britain, Belgium, France,

and the Netherlands, respecting the execution of Article XIII of the Convention relative to the duties on sugar, of the 8th of November, 1864.

I fulfil an agreeable duty in expressing the thanks of the Presidency of the Zollverein for an invitation which will afford an opportunity to the Zollverein for the consideration of a question which is of importance to its interests, in common with the Contracting Parties of the Convention of the 8th of November, 1864. The Zollverein has, however, as yet taken no determination relative to the alteration of its system of sugar duties, and cannot therefore decide beforehand whether and when the causes which rendered its accession to the Treaty of the 8th of November, 1864, impossible, shall cease; but can nevertheless, in these circumstances, perceive no objection to its accepting the invitation which has been addressed to it in such an obliging manner, since the acceptance of the invitation imposes no obligation for the future, and does not limit the full freedom of its determinations.

In reserving to myself the nomination of the Plenipotentiaries of the Zollverein to the Conference until the day for its opening shall be settled, I avail, &c.

(Signed) DELBRÜCK.

No. 97.

Mr. Egerton to the Secretary of the Board of Trade.

Sir, *Foreign Office, June* 30, 1868.

WITH reference to my letter of the 20th instant, I am directed by Lord Stanley to transmit to you, for the information of the Lords of the Privy Council for Trade, copy of a despatch from Her Majesty's Ambassador at Berlin,* announcing that the Prussian Government has accepted the invitation to send Commissioners to represent the Zollverein in the Conference on the subject of the sugar duties which is about to take place at the Hague.

I am, &c.

(Signed) E. C. EGERTON.

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* No. 96.

FOREIGN SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 20 February 1868;—*for*,

A RETURN "of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1867 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported (in continuation of Parliamentary Paper, No. 246, of Session 1867)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
22 *April* 1868.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1867, distinguishing Refined from Unrefined, and also the several Places from whence such Sugar was Imported.

Foreign Sugar retained for Home Consumption in the United Kingdom.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Unrefined Sugar Imported from—																								
Foreign West India Islands; viz.—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Cuba	28	21	154,742	349,693	496,351	192,676	372,615	617,879	369,274	807,493	1,340,820	862,931	498,773	930,192	1,267,285	1,626,082	1,259,324	1,742,650	1,933,889	1,939,885	2,251,919	2,310,474	1,900,890	2,832,993
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272	112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488	361,157	147,933	247,546
St. Croix	—	—	185	58,779	51,476	47,901	10,398	11,681	7,704	1,653	26,893	1,610	5,368	1,877	25,417	131	- -	2,906	1,679	- -	- -	- -	4,169	9
Dutch Guiana	—	—	—	—	—	120	2,165	- -	3	11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210	55,438	48,086	58,157
United States of America	1	15	20	167	665	2,810	1,150	92	205	4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032	95,136	12,331	51,253
Central America	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838	27,777	12,895	36,920
New Granada	12	452	1,316	765	1,388	98	60	122	—	27	- -	1	- -	2	- -	2	4	53	4	179	3,852	1,066	15	3,010
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33	18	101	2	81	25	- -	- -	2	- -	- -	- -	- -	- -	- -	166
Brazil	21	5	109,373	202,069	351,833	93,395	170,029	300,785	62,990	437,858	404,415	561,512	406,964	729,355	658,247	932,073	608,021	590,055	1,098,888	1,090,039	1,143,454	1,019,213	1,175,790	1,340,135
Bourbon	—	—	—	—	—	—	- -	—	- -	- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	- -	- -	- -	- -	5,391	—
Siam	—	—	—	8,724	4,803	14	9	- -	—	3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459	- -	1,899	98	290
Java	—	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028	18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996	- -	4,916	625
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687	80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623	342,274	209,353	546,868
China	—	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888	4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671	60	1	48
Hanseatic Towns	—	—	—	1	1	4	2,177	218	106	1	351	1,318	1,121	6,595	2,057	2,996	1,339	212	12,214	516	27,092	78,160	245,117	532,476
Holland	—	—	4,106	—	1,448	22	7,405	27,549	28,737	1,110	2	7,685	39,726	12,888	460	374	93,921	41,158	54,497	20,340	14,487	25,083	14,321	26,294
Belgium	—	—	566	752	133	2	—	- -	—	44	- -	10,396	221	1,192	8,948	21,195	14,502	- -	64,767	83,514	54,936	122,710	213,099	220,548
Channel Islands	—	—	77	—	—	3,536	9,540	90,040	77,386	29,034	17,712	213	447	31	- -	2	70	- -	50	- -	457	73	611	2
France	—	—	—	118	—	—	3,869	22,584	17,806	4,312	4,680	92,839	204,534	142,388	354,848	202,803	530,002	80,615	292,344	228,595	161,248	406,305	780,062	432,507
Portugal	—	—	—	—	—	1	1	15	—	737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377	21,874	2,737	7,591	12,454
Italy: Venetia	—	—	—	—	—	3	—	422	42	- -	2	5,536	- -	1	- -	- -	1,172	- -	- -	- -	- -	- -	- -	—
Illyria, Croatia, and Dalmatia																								909
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376	7,722	3,808	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Parts (except the British Possessions specified below)	4	4	38	1,528	321	143	3,135	1,301	38	311	1,256	1,222	8,076	10,861	23,578	4,066	24,487	12,242	1,684	20,201	13,146	27,045	39,322	31,346
	92	76,994	548,366	964,459	1,216,912	493,251	902,380	1,368,522	675,575	1,522,239	2,434,280	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318	4,876,607	4,821,491	6,374,556
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,594	1,219	2,096	10,317	5,587	9,341	4,976	—	—	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	2	312	51,480	6,819	2,458	2,008	3,919	201	1,364	398	35	—	—	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Unrefined Sugar Retained for Home Consumption	98	77,307	602,739	974,019	1,220,964	496,478	908,395	1,379,040	682,526	1,531,978	2,439,291	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318	4,876,607	4,821,491	6,374,556
Refined Sugar and Sugar Candy Imported from—																								
Foreign West India Islands; viz.—																								
Cuba	—	—	13,583	16,073	934	22	70	100	32	86	5,973	1,614	58	33	1,151	304	269	189	79	104	9,147	1,891	532	948
St. Croix	—	—	—	147	3	70	—	4	—	- -	- -	—	—	—	—	—	—	—	—	—	—	—	—	—
United States of America	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	11	18
Central America	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	—
New Granada	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	3	2
Brazil	—	—	2	199	12	18	6	3	11	3	15	10	30	30	17	13	24	9	7	9	7	6	9	5
Java	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	438
Philippine Islands	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	1
China	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4	6
Hanseatic Towns	—	—	10	331	476	233	579	461	1,119	287	887	24	96	37	436	139	83	78	133	4	390	19	785	6,404
Holland	2	12	7	16	23,377	12,958	92,798	233,016	214,258	142,739	189,388	162,628	127,103	152,826	86,173	120,833	121,324	147,036	144,714	93,339	508,073	448,078	484,803	384,118
Belgium	—	9	—	10	420	1,864	7,133	59,590	50,372	60,280	86,857	106,087	87,089	135,445	122,671	85,556	92,348	83,356	57,586	46,680	40,995	38,568	63,451	48,939
Channel Islands	—	—	—	—	—	65	136	1,096	778	75	475	123	49	- -	189	- -	1	13	1	2	3	- -	2	—
France	—	—	—	—	3	8	245	7,561	2,218	273	9,892	7,360	41,980	9,109	44,654	34,697	50,215	12,007	64,345	108,648	282,591	221,287	214,960	324,474
Other Parts (exclusive of the British Possessions specified below)	3	6	7	15	25	30	310	301	125	47	159	51	196	71	623	56	245	81	52	218	3,214	2,181	19	36
	5	27	13,609	16,791	25,250	15,268	101,277	302,132	268,913	203,790	293,646	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420	711,980	764,581	765,384
British West Indies, British Guiana, and Mauritius	—	—	—	—	1	1	1	1	13	4	3	—	—	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	1	—	1	4	15	8	11	22	14	20	25	—	—	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Refined Sugar and Sugar Candy Retained for Home Consumption	6	27	13,610	16,795	25,266	15,277	101,289	302,155	268,940	203,814	293,674	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420	711,980	764,581	765,384

AN ACCOUNT of the Quantity of Foreign Sugar Entered for Home Consumption during each Year, from 1844 to 1867, distinguishing Refined from Unrefined, &c.—*continued.*

Foreign Sugar retained for Home Consumption in the United Kingdom.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Foreign Sugar of all Sorts collectively, Imported from—																								
Foreign West India Islands; viz.:—	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Cuba	28	21	168,325	365,766	497,285	192,698	372,685	617,979	369,306	807,579	1,346,793	864,545	498,831	930,225	1,268,436	1,626,386	1,259,593	1,742,839	1,933,968	1,939,989	2,261,066	2,312,365	1,901,422	2,833,941
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272	112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488	361,157	147,933	247,546
St. Croix	–	–	185	58,926	51,479	47,971	10,398	11,685	7,704	1,653	26,893	1,610	5,368	1,877	25,417	131	– –	2,906	1,679	– –	– –	– –	4,169	9
Dutch Guiana	–	–	–	–	–	120	2,165	– –	3	11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210	55,438	48,086	58,157
United States of America	1	15	20	167	665	2,810	1,150	92	205	4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032	95,136	12,342	51,271
Central America	–	–	–	–	–	–	– –	– –	–	– –	– –	– –	– –	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838	27,777	12,396	36,920
New Granada	12	452	1,316	765	1,388	98	60	122	–	27	– –	1	– –	2	– –	2	4	53	4	179	3,852	1,066	18	3,012
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33	18	101	2	81	25	– –	– –	2	– –	– –	– –	– –	– –	– –	166
Brazil	21	5	109,375	202,268	351,845	93,413	170,035	300,788	63,001	437,861	404,430	561,522	406,994	729,385	658,264	932,086	608,045	590,064	1,098,895	1,090,048	1,143,461	1,019,219	1,175,799	1,340,140
Bourbon	–	–	–	–	–	–	– –	– –	–	– –	– –	1,355	– –	– –	– –	– –	3,099	7,221	– –	– –	– –	– –	5,391	—
Siam	–	–	–	8,724	4,803	14	9	– –	–	3	– –	– –	– –	11,925	8,939	30,511	46,427	26,411	15,001	10,459	– –	1,899	98	290
Java	–	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028	18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996	– –	4,916	1,063
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687	80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623	342,274	209,354	546,869
China	–	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888	4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671	60	5	54
Hanseatic Towns	–	–	10	332	477	237	2,756	679	1,225	288	1,238	1,342	1,217	6,632	2,493	3,135	1,422	290	12,347	520	27, 82	78,179	245,902	538,880
Holland	2	12	4,113	16	24,825	12,980	100,203	260,565	242,995	143,849	189,390	170,313	166,829	165,714	86,633	121,207	215,245	188,194	199,211	113,679	522,560	473,161	499,124	410,407
Belgium	–	9	566	762	553	1,866	7,133	59,590	50,372	60,324	86,857	116,483	87,310	136,637	131,619	106,751	106,850	83,356	122,353	130,194	95,931	161,278	276,550	269,487
Channel Islands	–	–	77	–	–	3,601	9,676	91,136	78,164	29,109	18,187	336	496	31	189	2	71	13	51	2	460	73	613	2
France	–	–	–	118	3	8	4,114	30,145	20,024	4,585	14,572	100,199	246,514	151,497	399,502	237,505	580,217	92,622	356,689	337,243	393,834	627,542	995,022	756,981
Portugal	–	–	–	–	–	1	1	15	–	737	– –	3,587	21,617	2,928	5,362	1,259	– –	5	3,265	7,377	21,874	2,737	7,591	12,454
Italy: Venetia	–	–	–	–	–	3	– –	422	42	– –	2	5,536	– –	1	– –	– –	1,172	– –	– –	– –	– –	– –	– –	—
Illyria, Croatia, and Dalmatia																								909
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376	7,722	*3,808	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Parts (except the British Possessions specified below)	7	10	45	1,543	346	173	3,445	1,602	163	358	1,415	1,273	8,272	10,932	24,201	4,122	24,732	12,323	1,736	20,419	16,360	29,226	39,341	31,382
	97	77,021	561,975	981,250	1,242,162	508,519	1,003,657	1,670,654	944,488	1,726,029	2,727,926	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,728	5,588,587	5,586,072	7,139,940
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,595	1,220	2,097	10,318	5,600	9,345	*4,979	—	—	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	3	312	51,481	6,823	2,473	2,016	3,930	223	1,378	418	*60	—	—	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Sugar of all Sorts Retained for Home Consumption	104	77,334	616,349	990,814	1,246,230	511,755	1,009,684	1,681,195	951,466	1,735,792	2,732,965	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,738	5,588,587	5,586,072	7,139,940

* Since the equalization of the Duties on 5th July 1854, the origin of Sugar imported into the United Kingdom, being no longer directly authenticated by the entry at the Custom House, can only be inferred from the place of shipment. Such quantities of Foreign Sugar therefore as, subsequently to the date above mentioned, may have been imported from the British Possessions Abroad, have not been identified as Foreign, and are not included in the foregoing Return of Consumption.

Office of the Inspector General of Imports and Exports,
Custom House, London, 14 April 1868.

Edw. Bernard,
Inspector General.

FOREIGN SUGAR.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1867 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
22 *April* 1868.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 8 June 1868;—*for*,

RETURN "showing the Total Number of Pounds of TEA, COFFEE, TOBACCO, and CIGARS; also, the Total Number of Gallons of WINES and SPIRITS Warehoused in Bond at the following Ports and Places, during the Year ended the 31st day of December 1867, stating the Number of Pounds and Number of Gallons of such Goods directly Imported from Foreign Countries into such Ports and Places; and the Number of Pounds and Number of Gallons removed under Bond from other Places to such Ports and Places; the Amount of Duties Collected at each Port and Place; the Amount of Salary paid at each Place to Collector and Surveyor; also, the Amount received at each Port or Place from the Rate levied in aid of the Customs Expenses, distinguishing the Places at which One-fourth per Cent. is charged from those charged One-half per Cent. on Amount of Duties collected:—*Aberdeen*, *Aberystwith*, *Alloa*, *Arbroath*, *Ballina*, *Banff*, *Barnstaple*, *Beaumaris*, *Campbeltown*, *Cardiff*, *Cardigan*, *Carlisle*, *Dartmouth*, *Deal*, *Douglas*, and *Dover*; showing also the Total Number and Tonnage of VESSELS which have entered Inwards and cleared Outwards at each Port, together with the Total Quantity of GOODS Imported at and Exported from each Port:"

"And, similar RETURN to the foregoing for the following Inland Towns:—*Manchester*, *Bradford*, *Halifax*, and *Leeds*."

(Mr. Algernon Egerton.)

Ordered, by The House of Commons, *to be Printed*,
6 *July* 1868.

RETURN of Goods Warehoused in Bond; Amount of Duties, &c. Collected; Salary paid to Collector and each of the undermentioned Ports, &c.,

	QUANTITIES OF THE ARTICLES ENUMERATED					
	TEA			COFFEE		
	By direct Importation.	Under Bond from Ports of Importation.	Total.	By direct Importation.	Under Bond from Ports of Importation.	Total.
Ports.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Aberdeen	-	893,322	893,322	-	86,711	86,711
Aberystwith	—	—	—	—	—	—
Alloa	-	1,979	1,979	-	5,353	5,353
Arbroath	-	67,773	67,773	-	2,714	2,714
Ballina	-	59,589	59,589	-	1,020	1,020
Banff	-	24,972	24,972	-	-	-
Barnstaple	-	53,189	53,189	-	5,091	5,091
Beaumaris	—	—	—	—	—	—
Campbeltown	—	—	—	—	—	—
Cardiff	-	40,219	40,219	1,114	94,298	95,412
Cardigan	—	—	—	—	—	—
Carlisle	-	239,321	239,321	-	107,948	107,948
Dartmouth	1,829	4,180	6,009	143	-	143
Deal	-	-	-	-	-	-
Dover	-	-	-	-	-	-
Douglas	-	139,029	139,029	-	32,858	32,858
Inland Towns.						
Manchester	-	866,657	866,657	-	757,757	757,757
Bradford	-	66,897	66,897	-	16,989	16,989
Halifax	-	5,377	5,377	-	-	-
Leeds	-	153,435	153,435	-	15,926	15,926

	Total Amount of Duties Collected on Foreign and Colonial Goods Entered for Home Consumption.	Amount received for Customs Charges, in addition to the Duties, on Deliveries for Home Consumption (for every £. 100 of such Duties).				Amount of Salary paid to the Collector and Surveyor at each Port. *
		From any Warehouse approved under the Customs Consolidation Act of 1853 (whether Removed to such Warehouse under Bond or not).		From any Warehouse at any Port or Place not possessing Bonding Privileges at the Date of the Act levying these Charges, or from any Warehouse approved under any Act other than the Customs Consolidation Act of 1853.		
		Tobacco, at 2 *s.* 6 *d.* per Cent.	Other Goods, at 5 *s.* per Cent.	Tobacco, at 5 *s.* per Cent.	Other Goods, at 10 *s.* per Cent.	
Ports.	£.	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£.
Aberdeen	79,729	38 4 2	112 17 5	-	-	400
Aberystwith	87	-	-	-	-	200 to 250
Alloa	2,117	-	- 8 3	-	-	200 „ 250
Arbroath	16,326	12 15 2	15 7 1	-	-	250 „ 300
Ballina	2,895	- 11 2	6 - 5	-	-	150 „ 200
Banff	2,221	1 12 10	1 19 6	-	-	200 „ 250
Barnstaple	7,447	-	18 11 7	-	-	200 „ 250
Beaumaris	598	-	-	-	-	200 „ 250
Campbeltown	467	-	-	-	-	150 „ 200
Cardiff	14,297	1 11 6	21 1 8	-	-	500
Cardigan	-	-	-	-	-	150 „ 200
Carlisle	21,067	1 10 11	48 11 9	-	-	250 „ 300
Dartmouth	3,718	-	7 14 -	-	-	200 „ 250
Deal	2,706	-	5 - 9	-	-	150 „ 200
Dover	11,721	-	18 11 11	-	-	Collector, 400 *l.* Surveyor, 300 *l.*
Douglas	32,924	-	-	-	-	300
Inland Towns.						
Manchester	125,516	-	-	82 - 10	472 11 11	300
Bradford	35,047	-	-	54 7 11	66 6 10	200 to 250
Halifax	13,728	-	-	5 2 1	58 7 1	200 „ 250
Leeds	57,698	-	-	73 2 6	142 6 8	200 „ 250

* The office of Surveyor is combined with that of Collector at each of the ports or places enumerated, with the exception of the port of Dover.

Office of the Inspector General of Imports and Exports,
Custom House, London, 1 July 1868.

Surveyor; Total Value of Goods Imported and Exported; and, Number of Vessels Entered and Cleared at in the Year ended 31st December 1867.

RECEIVED INTO THE CUSTOMS WAREHOUSES.

TOBACCO AND CIGARS			WINE			SPIRITS, FOREIGN AND COLONIAL,		
By direct Importation.	Under Bond from Ports of Importation.	Total.	By direct Importation.	Under Bond from Ports of Importation.	Total.	By direct Importation.	Under Bond from Ports of Importation.	Total.
Lbs.	*Lbs.*	*Lbs.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
- - -	245,520	245,520	- - -	33,056	33,056	4,419	31,772	36,191
—	—	—	—	—	—	—	—	—
- - -	529	529	- - -	213	213	- - -	232	232
- - -	77,963	77,963	- - -	2,842	2,842	- - -	6,015	6,015
- - -	1,152	1,152	- - -	4,715	4,715	- - -	2,056	2,056
- - -	8,519	8,519	- - -	108	108	- - -	140	140
- - -	- -	- -	3,274	9,225	12,499	3,592	7,670	11,262
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
665	67,642	68,307	1,318	8,723	10,041	357	25,357	25,714
—	—	—	—	—	—	—	—	—
- - -	5,103	5,103	- - -	7,383	7,383	- - -	20,049	20,049
- - -	1,331	1,331	- - -	5,978	5,978	2,265	3,183	5,448
- - -	- -	- -	- - -	5,632	5,632	- - -	3,186	3,186
- - -	- -	- -	11,740	9,265	21,005	89	11,379	11,468
- - -	76,180	76,180	- - -	13,012	13,012	- - -	44,529	44,529
By Inland Carriage from Port of Importation.			By Inland Carriage from Port of Importation.			By Inland Carriage from Port of Importation.		
84,473	133,887	218,360	42,375	80,192	122,567	39,951	56,381	96,332
17,420	127,395	144,815	- - -	9,423	9,423	- - -	16,204	16,204
1,311	11,188	12,499	- - -	10,370	10,370	- - -	26,386	26,386
2,038	170,922	172,960	- - -	17,632	17,632	- - -	42,722	42,722

Total Value of the Foreign and Colonial Trade.		NUMBER AND TONNAGE OF VESSELS which have Entered Inwards and Cleared Outwards.							
		Foreign Trade.				Coasting Trade.			
		Inwards.		Outwards.		Inwards.		Outwards.	
Goods Imported.	Goods Exported.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
£.	£.								
657,153	5,493	343	58,890	110	22,860	1,780	291,265	752	175,800
17,265	1,679	23	4,633	7	1,541	480	23,900	331	18,347
163,392	36,053	217	31,585	480	61,275	67	5,130	81	5,668
455,545	2,402	62	9,461	9	1,304	403	30,580	163	11,158
2,106	- -	3	530	- -	- -	117	9,996	84	8,149
39,606	46,945	108	8,300	97	7,678	396	26,352	132	7,249
9,338	- -	11	2,457	- -	- -	1,484	74,923	436	26,996
55,012	75	27	6,370	9	1,162	1,852	361,965	834	255,080
18,586	- -	10	1,271	- -	- -	633	54,144	397	46,386
524,457	2,199,430	2,244	700,775	4,493	1,468,362	2,846	247,926	7,397	630,438
2,058	- -	2	557	- -	- -	574	17,437	33	1,503
48,371	562	15	5,517	9	3,711	379	55,770	704	86,502
51,352	6,057	121	15,838	95	12,305	681	45,355	356	20,095
31,061	7,156	38	2,714	95	2,334	221	14,579	52	3,073
2,768,536	1,029,433	1,634	235,181	1,159	157,068	458	46,967	145	11,227
11,070	- -	22	3,213	16	2,319	879	64,935	387	45,470
By Inland Carriage from Port of Importation.									
36,241	—	—	—	—	—	—	—	—	—
1,406	—	—	—	—	—	—	—	—	—
519	—	—	—	—	—	—	—	—	—
404	—	—	—	—	—	—	—	—	—

Edw. Bernard,
Inspector General.

TEA, COFFEE, &c.

RETURN showing the Total Number of Pounds of TEA, COFFEE, TOBACCO, and CIGARS; also, the Total Number of Gallons of WINES and SPIRITS Warehoused in Bond at certain Ports and Places, and in certain Inland Towns, during the Year ended 31 December 1867; stating the Number of Pounds and Number of Gallons of such Goods directly Imported from Foreign Countries into such Ports and Places; the Amount of Duties Collected at each Port and Place; the Amount of Salary paid at each Place to Collector and Surveyor; &c.

(Mr. Algernon Egerton.)

Ordered, by The House of Commons, *to be Printed,*
6 *July* 1868.

Under 1 *oz.*

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD HOPE, LOANDA, AND NEW YORK;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1867.

Presented to both Houses of Parliament by Command of Her Majesty.
1868.

LONDON:
PRINTED BY HARRISON AND SONS.

[4000]

LIST OF PAPERS.

MIXED COMMISSION COURTS.

SIERRA LEONE.

No.		Date.	Receipt.	Subject.	Page
		1866	1867		
1.	H.M.'s Judge to Lord Stanley	Dec. 31	Feb. 2	No slaves emancipated during half year	1
2.	„ „ ..	Dec. 31	Feb. 2	No case adjudicated	1
		1867			
3.	„ „ ..	Mar. 12	Apr. 5	Swearing in of Spanish officials ..	1
4.	„ „ ..	Mar. 15	Apr. 5	Arrival of United States' Judge ..	2
5.	H.M.'s Acting Judge to Lord Stanley ..	July 1	Aug. 2	Departure of Judge	2
6.	H.M.'s Acting Judge to Lord Stanley ..	July 17	Aug. 14	No cases during half-year ..	2
7.	„ „ ..	July 17	Aug. 13	No slaves emancipated	2
8.	„ „ ..	Aug. 14	Sept. 2	Spanish Judge sworn in ..	2
9.	„ „ ..	Sept. 30	Nov. 1	Report on Slave Trade	3

HAVANA.

		1866	1867		
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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to Lord Stanley.—(*Received February* 2, 1867.)

My Lord, *Sierra Leone, December* 31, 1866.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently none have been registered, by the Courts of Mixed Commission at this station during the half-year ending this day.

I have, &c.

(Signed) SAM. W. BLACKALL.

No. 2.

Her Majesty's Judge to Lord Stanley.—(*Received February* 2, 1867.)

My Lord, *Sierra Leone, December* 31, 1866.

I HAVE the honour to acquaint your Lordship that no cases have been adjudicated in the several British and Foreign Mixed Courts of Justice established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.

(Signed) SAM. W. BLACKALL.

No. 3.

Her Majesty's Judge to Lord Stanley.—(*Received April* 5.)

My Lord, *Sierra Leone, March* 12, 1867.

I HAVE the honour to report the arrival of Don Leandro Tomas y Pastor, the newly-appointed Spanish Arbitrator, and of his having been sworn into office on the 18th ultimo, before the Acting Chief Justice, in the first instance as Arbitrator, and subsequently as Acting Judge in the absence of a Judge on the part of Her Catholic Majesty; while at the same time the Oath of Office was administered to Don Miguel Suarez y

Guanes, the Spanish Vice-Consul as Arbitrator *ad interim*, in the British and Spanish Mixed Court of Justice established in this Colony.

I have, &c.
(Signed) SAM. W. BLACKALL.

No. 4.

Her Majesty's Judge to Lord Stanley.—(*Received April* 5.)

My Lord, *Sierra Leone, March* 15, 1867.

I HAVE the honour to report to your Lordship the arrival here of Mr. George William Palmer, who is appointed by the American Government as Judge in the Mixed Court of Justice established in this Colony for the suppression of the African Slave Trade.

Mr. Palmer having produced his commission, which was found in proper form, he was accordingly sworn into office on the 14th instant before the Acting Chief Justice.

I have, &c.
(Signed) SAM. W. BLACKALL.

No. 5.

Her Majesty's Acting Judge to Lord Stanley.—(*Received August* 2.)

My Lord, *Sierra Leone, July* 1, 1867.

I HAVE the honour to report to your Lordship that Colonel Blackall, Her Majesty's Judge, left this Colony on the 29th ultimo on a visit to England for the benefit of his health.

In accordance with his despatch to your Lordship of the 28th of May last, Colonel Blackall has left me in charge of the office until a case be presented for adjudication, when an Acting Judge will be sworn in.

I have, &c.
(Signed) WM. SMITH.

No. 6.

Her Majesty's Acting Judge to Lord Stanley.—(*Received August* 14.)

My Lord, *Sierra Leone, July* 17, 1867.

I HAVE the honour to acquaint your Lordship that no cases have been adjudicated in the several British and Foreign Mixed Courts of Justice established in this Colony for the prevention of the illicit Traffic in Slaves during the half-year ending on the 30th ultimo.

I have, &c.
(Signed) WM. SMITH.

No. 7.

Her Majesty's Acting Judge to Lord Stanley.—(*Received August* 13.)

My Lord, *Sierra Leone, July* 17, 1867.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently none have been registered by the Courts of Mixed Commission at this station during the half-year ending on the 30th ultimo.

I have, &c.
(Signed) WM. SMITH.

No. 8.

Her Majesty's Acting Judge to Lord Stanley.—(*Received September* 2.)

My Lord, *Sierra Leone, August* 14, 1867.

I HAVE the honour to report to your Lordship the arrival here of Don Alejandro de Carpintier, who has been appointed by the Spanish Government as Consul of the First Class, and Judge of the Mixed Court of Justice established in this Colony.

Don Carpintier having produced his letter of appointment from the Spanish Minister for Foreign Affairs, the usual oath of office was administered to him by the Chief Justice on the 7th instant.

I have, &c.
(Signed) WM. SMITH.

No. 9.

Her Majesty's Acting Judge to Lord Stanley.—(Received November 1.)

My Lord, *Sierra Leone, September* 30, 1867.

I HAVE the honour to report to your Lordship that no cases have been adjudicated by the several Mixed Courts of Justice established in this Colony during the year ending this day ; the numbers, therefore, of cases tried, and of slaves emancipated, remains the same as in last year's report.

Neither in the Vice-Admiralty Court of this place has any vessel been adjudicated for engagement in the Slave Trade, nor native canoes with slaves captured within the waters of the Colony during the year.

From the rivers to the north of this Settlement I have not heard of a single cargo of slaves shipped, nor even a rumour of slaving operations carried on there.

The confinement of Her Majesty's cruizers for many months past to the South Coast has prevented me from obtaining any information on the Slave Trade in that vicinity.

I have, &c.
(Signed) WM. SMITH.

HAVANA.

No. 10.

Her Majesty's Commissary Judge to Lord Stanley.—(*Received February* 1, 1867.)

My Lord, *Havana, December* 31, 1866.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the year now ended.

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

No. 11.

Her Majesty's Commissary Judge to Lord Stanley.—(*Received February* 1.)

My Lord, *Havana, January* 1, 1867.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st of January and 1st of July in each year, I have the honour to report to your Lordship that there was no case brought for adjudication before the Mixed Commission Court at this place during the last six months.

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

No. 12.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(*Received July* 3.)

My Lord, *Havana, June* 12, 1867.

I HAVE the honour of transmitting herewith to your Lordship a translation of a most important edict which was issued by Captain General Manzano on the 6th instant, and I have to remark that if faithfully enforced, it will most effectually put an end to the Slave Trade between the Coast of Africa and Cuba.

It is the first document of the kind which has ever been published here with the concurrence of the Royal Audiencia and the naval and military authorities, whose joint action in putting down that shameful traffic has hitherto been wanting.

The report of the expected arrival of several vessels under Portuguese colours, and a revival of the Slave Trade by some well-known and incorrigible offenders, has given rise to these energetic measures.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 12.

Decree.

Government and Captain-General's Office of the ever Faithful Island of Cuba.

(Translation.)

DON JOAQUIN DEL MANZANO Y MANZANO, Governor Captain General of the Island of Cuba.—On assuming the command of this Island in the month of November last, I declared my intention to put down with a strong hand the traffic in Bozal negroes, which both high moral principles and the true interests of the State reprobate; and when it was to be believed that nobody would have now thought of adventures so condemned by law, by reason and by humanity, the country will be startled to learn that there still are men, although fortunately

but a few, who, averse to order, and wanting in all sentiments of honour, delicacy, and patriotism, are again embarking in this unlawful traffic, disturbing the tranquillity of this island, without considering the complications which may arise from the breach of international Treaties, and the insecurity which their daring attempts may produce in a branch of the property of this island. To frustrate their miserable speculations, I have determined to adopt every necessary measure, without being deterred by any obstacle which might paralyze the energetic action of my authority and the employment of the extraordinary powers which are granted to me for occasions when the tranquillity of the land is compromised; and considering that if the introduction of Bozal negroes is, if not impossible, at least very difficult without the absolute indifference or negligence of the authorities or officers who, considering that they are not obliged to take part in putting down this crime, believe themselves to be exempted from co-operating in its discovery, as it is also impossible without the complicity of the owners, tenants, or managers of the estates through which the negroes pass, the time has arrived to make them all responsible, so that one and all may suffer the consequences of their complicity, omission, or apathy.

With the concurrence, therefore, of the Admiral Commanding this station, and of the Chief Justice of the Island so far as it may concern them, I have determined as follows:—

Article 1. As soon as by the indications which generally precede, the Governors and Lieutenant-Governors are aware that preparations are being made for the landing of a cargo of Bozal negroes in their jurisdiction or in one neighbouring, they shall report to me the persons they believe to be concerned, and their reasons for such belief; stating the place of abode of those who reside out of their jurisdiction, and they shall send to Havana subject to my orders, those persons who reside in their district, in order that one and all may be quartered in such place as may be considered fit, or that they may be sent out of the island according to their antecedents and circumstances. At the same time they shall report to me if there is reason to suspect that any authority or public officer may be aware of any of the particulars concerning the adventure and does not duly report all he may know, in order that he may be at once superseded; and if any coasting vessel or craft excites suspicion of watching the coast for the purpose of giving notice to the slave-traders, or of assisting in any way in the landing of their illegal cargoes, they shall report it to the nearest Authority of Marine or Commander of a ship of war, in order that they may proceed to her seizure, &c., giving me at the same time a detailed report.

Art. 2. In the event of a landing of Bozal negroes being realised, all the Government, Administrative, Military, Naval, and Judicial Authorities of every class and rank in the district where it may have taken place, or through which all or part of the cargo may have passed, shall be at once summarily dismissed and superseded, without prejudice to the liability which may attach to them in the proceedings to which they shall all be subject.

Art. 3. The owners or tenants, and in their absence the managers, overseers, or persons in charge of the Estates where a landing is effected or through which the negroes may pass, shall be brought to Havana, subject to my orders, in order that they may be confined to the place which I may designate forth of this island, without consideration as to class or social position, and without prejudice to what may result against them in the proceedings which are instituted.

Art. 4. The authorities and public functionaries and the private individuals who in any way contribute to the denouncement or capture of a cargo of negroes, shall be exempted from the responsibility and penalties which are designated in the preceding articles.

Art. 5. Every person who may be found on the Estate where it is supposed the negroes are, or through which they have passed, and who does not belong to it, shall be detained no matter what documents he may have; and, considering him suspicious of being an accomplice or abettor of the adventure, he shall be brought to Havana, subject to my orders, for such purpose as may be thought fit.

Art. 6. Even though the landing of negroes should not succeed, as soon as by the information gathered, the conviction is acquired of who are the authors and principal accomplices of this offence, they shall be expelled from the island for having attempted to frustrate the law and the vigilance of the authorities, and caused commotion and alarm in several districts, giving room for these extraordinary measures.

Havana, June 6, 1867.

(Signed) JOAQUIM DEL MANZANO.

No. 13.

Lord Stanley to Her Majesty's Acting Commissary Judge.

Sir, *Foreign Office, July* 6, 1867.

I HAVE received your despatch of the 12th ultimo, inclosing a copy of an edict issued on the 6th ultimo by the Captain-General of Cuba, for the more effectual suppression of the Cuban Slave Trade.

Her Majesty's Government have received this document with much satisfaction, as evincing a fresh proof of the determination of the Captain-General of Cuba to prevent a revival of the Slave Traffic.

I am, &c.
(Signed) STANLEY.

No. 14.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received July 29.)

My Lord, *Havana, July* 1, 1867.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st of January and 1st of July in each year, I have the honour of reporting to your Lordship that there was no case brought for adjudication before the Mixed Commission Court at this place during the last six months.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 15.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received October 29.)

My Lord, *Havana, September 30, 1867.*

THE annual Report upon the Slave Trade between the Coast of Africa and the Island of Cuba for the twelve months ending this day, has this remarkable feature, that it is unaccompanied by any statement of landings of slaves. It would, however, be very unsafe to assert that the Slave Trade has ceased, or that no negroes have been brought here from Africa during that period, for although authentic information may not have been received by us to the contrary, it is nevertheless an admitted fact, that at least one cargo made its appearance off this island in May last, and it was even reported to have been landed at La Esperanza, in the Vuelta de Abajo, but in the absence of positive and undeniable testimony, it is only just to accept the assurance of the Spanish authorities that that report was untrue. It is, however, quite inadmissible to suppose, as they would have it appear, that the slave-vessel alluded to was obliged to abandon these shores in search of another market, and there remains the moral conviction that, if not at La Esperanza, she managed to discharge her miserable cargo at some other place in this island.

The slave-traders, it is said, expected a change of Governors here in May or June last, and it was reported that fresh impetus had been given to their detestable commerce by the hope that a new Captain-General, who was favourable to their interests, would be appointed.

Rumours got afloat of slave vessels, fitted out in Europe, being on their way here, and of extensive arrangements for the running of their living freights, and this, no doubt, induced the late Captain-General Manzano to issue his famous Decree of the 6th of June, which must have at once damped the ardour of these traffickers in human flesh, for that Decree, if faithfully observed, renders the continuance of the Slave Trade here impossible.

Several cargoes of African negroes were, indeed, reported to have been landed about that time at different places in Cuba, but in every case the evidence which I endeavoured to obtain broke down, and I have reason to believe that these reports were untrue.

Too much praise cannot be given to the late Captain-General Manzano for his unflinching zeal and great determination in the suppression of the Slave Trade, and it is to be regretted that his death should have occurred just at this time.

The Penal Law which was passed by the Spanish Cortes on the 11th July last year, was promulgated here on the 17th instant. Although it would have been, perhaps, easier for the Spanish Government to have at once declared the Slave Trade piracy, the new law appears to be sufficiently explicit and severe, and what is of the first importance towards its efficacy is, that it provides for the immediate registration of the slaves.

I have the honour of transmitting herewith translation of the late Captain-General's Decrees on the subject, by which it is ordered that this registration is to be commenced on the 1st of October, and as a preliminary step, all free-coloured persons are directed to provide themselves, previous to that date, with schedules, in the manner determined by General Concha in 1858.

Some persons seem to think that it is impossible to obtain an accurate register of the slaves and coloured population, but I do not apprehend that there will be any difficulty in doing so, apart from the great amount of labour which such an undertaking must naturally entail.

Public opinion in this island has undergone a great change within the last thr years, and the feeling as to the absolute necessity of putting an end to the Slave Trad is now almost general. It is needless to analyze the causes which may have brought about this change, but unfortunately it cannot be attributed to the advance of civilization, or to the nobler feelings of philanthrophy.

The great and vital question which now engages general attention, and which obscures the political and social horizon of the future of Cuba, is that of an adequate supply of labour.

That slavery is doomed, and that it must be abolished at no distant day, everybody is convinced. But in what manner emancipation is to be carried out here, so as to avoid the evils by which it has been accompanied in other countries, and to guard against the ruin of the Island, is a matter regarding which there appears to be much diversity of opinion. All, however, agree that it should be done very gradually, and that ample time should be allowed to prepare for such a vital change in the domestic institution of

the country. The majority of the planters and other slave-holders would, no doubt, willingly subscribe to any equitable arrangement, such as the freedom of all negroes born after a given date, and the total emancipation of the slaves at the expiration of twenty years, or even a shorter period.

The immediate effect of the uncertainty attending this dreaded question has been a heavy depreciation in the value of all slave property. A good field negro who was worth 1,200 dollars only a few years ago, would not at present fetch over 700 dollars, and all other classes have suffered in the same proportion.

The natural indolence of the negro, his savage tendencies, and his total want of morality and order, render him unfit for absolute liberty; and it is to be sincerely hoped that no mistaken ideas of philanthropy or political exigencies will lead to a violent or premature solution of this difficult question, but that whenever emancipation does take place here, it may be attended by proper regulations, which will organize the labour of the freedmen, and exclude them from interference in the Government, or from trampling upon the white population.

The numerous examples which surround Cuba, of the results of emancipation in the various islands in the West Indies and in the United States, teach a lesson which should not be thrown away upon the Spanish Government, and it would be well for those whose extreme prejudices lead them to clamour for the abolition of slavery here, without devising the means of judiciously effecting it, to study the prospects of the African race, and the phases of negro character, in the several conditions of liberty and independence which the history of modern times presents to us, whether in Africa proper, in Liberia, in Hayti, in the British colonies, or in the United States of North America.

Negro labour here cannot be superseded by either European or American emigration, and the general idea prevails that this deficiency must be made up by the importation of coolies from China. Nearly 100,000 of these colonists have been already brought into Cuba since the first arrivals in 1846, and the trade is now being prosecuted most vigorously.

A great many of those first imported have died, and it is reckoned that there are at present not over from 50,000 to 60,000 Chinese in Cuba.

The emigration has this great defect, that no women are imported, and it is impossible to succeed in replacing the negro slave, unless that emigration is properly encouraged and organized by inducing the Chinese colonists to bring their wives and families.

I enclose herewith a translation of a small pamphlet which has been lent to me, in manuscript, by an intelligent planter, on the subject of the question of labour in this island.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 15.

Extract from the "Havana Gazette" of September 15, 1857.

(Translation.)

THE general registration of the slaves in this island, ordered to be formed by the 38th Article of the Law for the Repression and Punishment of the Slave Trade being to be carried out on the 1st of October next, in order to remove every obstacle which might paralyze or embarrass an operation of such magnitude, and with the view that the functionaries and officers delegated to carry out this service may be able to fulfil with all accuracy the instructions which may be communicated to them, his Excellency, the Superior Civil Governor has been pleased to order to be reproduced entire the order of 2nd March, 1858, which enjoins the obligation under which every free coloured person resident in this island is bound to provide himself with a schedule specially corresponding to his class.

His Excellency has likewise been pleased to order that on account of the special circumstances of the case, these schedules are to be issued to coloured persons of either sex, who may voluntarily apply for them, even though they may not be registered, without their incurring on that account any responsibility; it being understood, however, that from every one who shall not have provided himself with such a document by the 1st of October, will be exacted the fine prescribed by Article 8 of the before-cited order; and for which fine will also be liable every person who, although he may have provided himself with the schedule, does not carry it on his person and does not present it in the act of being asked for it by any of the functionaries charged with the Registration,

Which, by his Excellency's order, is announced in the "Gazette" for the information of the authorities and functionaries to whom its fulfilment corresponds, and for that of those interested.

(Signed) AUGUSTIN MARIA GUAXARDO, *Acting Secretary.*

Havana, September 13, 1867.

Order which is cited.

IN view of the results of the schedules of free coloured persons established by decree of this Superior Civil Government, dated 2nd April, 1855, and approved by Royal Order of 4th September, of the same year; and considering:

1. That this disposition may be carried out more expeditiously by making the renewals once a year instead of every six months, as has been the practice hitherto.

2. Considering also that this class of population, by reason of its mobility and for want in a great measure, of a fixed domicile, presents for a direct census, difficulties which may be overcome by means of schedules.

3. And considering lastly that the different ages should be distinctly estimated, I have determined to modify the Decree of 2nd April, 1855, as follows:—

Article 1. Every free coloured person actually living in the Island of Cuba, of whatever age and sex, must be provided with a special schedule which will serve for one year from the 1st of May, and must be renewed the month previous to its expiring.

Art. 2. The said schedule shall contain, as per form, the private description of the person for whom they are intended, and shall be paid for as per following tariff:—

Under 7 years of age, $\frac{1}{2}$ rial ($6\frac{1}{4}$ cents).
From 7 to 15 years of age, 1 rial ($12\frac{1}{2}$ cents).
From 15 to 60 years of age, 4 rials (50 cents).
From 60 years of age and upwards, $\frac{1}{2}$ rial ($6\frac{1}{4}$ cents).

Art. 3. Paupers, dumb and blind persons, and those suffering from disease, old age, wounds, or physical defects, shall obtain their schedules gratis, no certificates being demanded from them; their appearance alone, or the verbal testimony of two neighbours being sufficient to prove their condition.

Art. 4. Heads of families will personally take out the schedules for themselves and for the members of their families. The curators, godfathers, or the owners of the houses where minors who are orphans, or where invalids are staying or serving, will render the same service for such minors and invalids, even although they themselves may be white. All other persons must take out their schedule personally from the functionaries charged with issuing them.

Art. 5. Commissaries of Police, where there are any, sub-commissaries where there is no commissary, and the captains in the rural districts will issue these schedules.

Art. 6. The schedules will be kept in duplicate, in books with counterfoils, from which they will be taken with the respective annotations for each applicant; and if taken out for others by heads of families, curators, employers, or masters, the name and residence of the latter are to be noted down.

Art. 7. The schedules are to be renewed in the district where the holder may happen to be at the time fixed for renewal, no matter where he may be domiciled.

Art. 8. The want of a schedule shall be punished by a fine of five dollars for those between the ages of seven and sixty; and two dollars for all others.

Art. 9. Heads of families or masters shall be held responsible for minors.

Art. 10. The respective functionaries will be careful at every renewal to notice the annual increase of ages; and they will form a classified statement as follows:—

Of those under 7 years.
From 7 years and under 15 years.
From 15 years and under 20 years.
From 20 years and under 25 years.
From 25 years and under 30 years.
From 30 years and under 40 years.
From 40 years and under 60 years.
From 60 years and upwards.

Art. 11. The residence in the cities and towns shall be noted by streets and numbers, and, in the country, by the names of the estates and districts.

Art. 12. The number of the schedule shall be expressed in every license or pass for change of domicile.

Art. 13. A different coloured schedule will be used for each sex.

Art. 14. Heads of families or masters who may take out schedules for their households will furnish their description by memory or in writing.

Art. 15. For minors under seven years, it will suffice to indicate their age, colour, and hair; for those from seven to fifteen, may be omitted their height, condition, and destination; but not their occupation. For the aged and infirm, the height, destination, or occupation may be omitted.

Art. 16. The masters who may have applied for it, shall be held directly responsible for any schedule of any coloured person which may be granted to a minor who may be white, emigrant, or slave.

Art. 17. Individuals of either sex who may not be registered at present, and who may voluntarily present themselves to take out schedules, require no other formality in the present renewal, and their schedules shall be at once granted to them without molesting them in any way.

(Signed) JOSE DE LA CONCHA.

Havana, March 2, 1858.

"*Havana Gazette*" *of September* 15, 1867.

(Translation.)

HER Majesty the Queen, having decreed by Royal Order of 24th June last, the formation of the general registration of all the slaves in this island, referred to in the 45th Article of the Regulations approved by Her Majesty in Decree of 18th of the same month, for the application of the Law for the suppression and punishment of the Slave Trade, his Excellency, the Superior Civil Governor, has been pleased to determine that the enrolment shall commence in every part of the island on the 1st of October next, without any pretext or excuse on the part of the corresponding functionaries in each jurisdiction, to whom the proper instructions will be communicated, in order that said Act may be carried out with all the requisites and formalities which are provided for.

Which, by his Excellency's order, is announced in the "Official Gazette" for general information.

(Signed) AGUSTIN MARIA GUAXARDO,

Havana, September 14, 1867. *Acting Government Secretary.*

Inclosure 2 in No. 15.

Pamphlet entitled "Labour and Colonization in Cuba."

(Translation.)

THERE is a grave and all important question for the Island of Cuba, which if solved in a hasty or violent manner would create an immense change in the wealth and prosperity of the island, and plunge it into a series of terrible misfortunes, the magnitude, duration, and upshot of which cannot be calculated, for it affects the great element of production, labour, and with it the distinctions of class, and the moral and material interests of the whole community.

Circumstances, however (as if a providential law wished to spare us such a calamity, by pointing out the way by which we can enter slowly and progressively upon the great reform which the current of events seems to forbode), have brought to Cuba, as to other Colonies and to South America, a new element of labour, which not only agrees with the order, precision, and regularity required in all large agricultural and industrial operations, but is highly compatible with the ideas, customs, and aspirations of our days. It may be at once understood that we refer to the Chinese coolies, whose importation has been brought about owing to the want of labouring hands so much felt in this island.

Emigration from Europe cannot for the present fill up the deficiency, which, in the sphere of labour, the failure to replace the African race on our plantations, is creating, nor still less meet the constantly increasing demand for new hands, which is the natural result of extensive cultivation.

Agricultural labeourers in the tropics receive a salary comparatively much smaller than that obtained by the same class in Europe. It is not likely therefore, that the latter will leave their homes, their families, their most intimate relations, their native country, in fine, to remove to distant regions, with the customs of which they are unacquainted; where the heat of the climate renders any class of field labour oppressive; where the wages cannot suffice to enable them to live with the ease, nor with the comforts to which they are accustomed; and where, after all, they are only a shade better than the slave or the black.

On the other hand, it is impossible for the planter to pay the European labourer higher than the limit allowed by the expense of production, and the market price of the produce in the manufacture of which his work has been employed. In fact, in agricultural industry, the rate of wages determines almost exclusively the cost of production, and this again constitutes the basis of price; therefore, if in India, Mauritius, Demerara, or in Barbadoes, the rate of wages does not exceed 20 cents per diem (10*d.* sterling), it is indispensibly necessary that the Cuban planter, in order to keep up an advantageous competition, or at least not to lose in the sale of his produce, should provide himself with labourers, whose wages do not exceed those paid in rival countries.

To create a current of emigration from Europe to any given point in America, it is necessary to produce a combination of favourable circumstances, without which the most persevering efforts of private individuals would be barren, and the powerful action of Government inefficacious.

In the West of the North American Union, the emigrant, with the grant of a few acres of land, with the labour of his family, and with the small savings he may have brought from home, has all the elements for making a farm, in every way identical to those which exist in his native country, because in addition to the greater fertility of a virgin soil, he finds the same conditions of climate, and the same variety of seasons. Colonization there has consequently been easy, and the attraction of a current of expatriation has been logical and natural, for the first emigrants once established, have sought amongst their own friends and connections the help which they have gone on requiring.

Such has been, indeed, the origin and the impulse of great expatriations everywhere. But in tropical latitudes the soil and the climate do not of themselves form a combination of favourable circumstances without the existence of an auxiliary element of labour. It is not enough to offer an emigrant the means of maintenance; it is not enough to grant him a tract of land with plenty of timber and building materials; it is not enough to provide him with the implements for tilling and planting, and with the wherewith to cover the expenses attending the first crops; it is not enough, in fine, to guarantee him personal security and protection, if he is left unprovided with auxiliary hands who are adapted to the fatigues of field labour, and who can withstand the rigour of the climate. For this reason, if people of the working class cannot come from Europe to replace in our fertile Cuba the field labour of the negro, we must not expect any truly colonizing emigration from that continent, such an emigration as that in which every class of society is infused, from the wealthy speculator to the man of humble means, and the prolétaire, from the artisan to the day labourer and the peasant; from the lad who leaves the quiet home of his parents to seek his fortune in the new world; to the outlaw, to whom political, civil, or religious revolutions have closed the doors of his native land.

The condition of existence for the Island of Cuba at present depends, therefore, on the importation of auxiliary labouring hands (without, however, on this account neglecting to encourage in every possible manner colonization from Europe, even granting, as in some of the British colonies, premiums to the masters of vessels for every emigrant they may land, such premiums varying from 25 dollars to 100 dollars a-head according to the place they come from, be it Europe, Madeira, the Azores, or other places), but this condition of existence will depend in the future upon the result of the natural increase of the present white population, and upon the current of emigration caused by the increase of production, the greater expansion of private fortunes, the greater division of landed property, or any other causes.

Chinese colonization is, in the order of auxiliary labour, that which it is most expedient to encourage, considering the special circumstances of the island, both politically and socially. But the importation of this class of colonists, as it is now carried on, is too expensive for agricultural purposes, for which reason it is indispensably necessary to place it upon a different footing, and to organize it upon more economical principles.

In other European Colonies the importation is carried on for account of the Government, which distributes the coolies amongst the planters who have applied for them, upon payment of an annuity, which includes the cost of the passage and the expenses of contracting them in Asia. This same system can be carried out here by means of an association of planters, with greater or less advantage in the terms of payment. In this case the annual wages of the Chinese coolie would be 109 dollars, viz.:—

Dollars.	
25	To pay in five or more annuities the cost of his passage and other expenses.
48	In monthly payments for wages.
36	For food, clothing, and medicines.
109	(15*d.* per diem.)

Comparing this outlay with the cost of African negro labour, we find that the British Colonies can produce sugar a dollar (per quintal) cheaper than the Cuban planter, supposing that he employs the cheapest labour.

Taking the value of the slave at 1,000 dollars, his yearly wages are represented by 210 dollars, viz. :—

Dollars.	
120	Interest of capital.
40	4 per cent. loss by death.
50	For food, clothing, medicines, &c.
210	(2*s.* 6*d.* per diem.)

The yearly cost of the Chinese coolie, according to the price of the latest contracts, reaches 236 dollars, viz. :—

Dollars.	
50	For reimbursement of 400 dollars in eight years.
48	Interest on cost of contract @ 12 per cent.
40	For mortality and demerit, &c.
48	For wages as per contract.
50	For food, clothing, medicines, &c.
236	(2*s.* 8*d.* per diem.)

There is yet another rate more onerous than these, and which alters most materially the cost of production in Cuba, that of the wages of hired negroes. According to the statement of the expenditure of one of the largest sugar plantations here, the wages of 149 hired negroes cost last year 53,667 dollars, or 360 dollars each, which, adding the expense of food, clothing, and medical attendance, increases the annual salary of the hired negro to 410 dollars. But, as on the large plantations the three orders of labourers are combined, the average wages may be fixed at 285 dollars (average 3*s.* 2*d.* per diem), upon which we base our remarks.

It will be evident at a glance, that with the same amount of working capital, the planter in Mauritius, Réunion, or Demerara, can employ thrice the number of labourers than the planter in Cuba, for which reason the cost of making sugar with them is scarcely 2 dollars a-quintal, whilst with us it usually exceeds 3 dollars. For the same reason the cost of making sugar with them is scarcely 72 dollars a-quintal, whilst with us it usually exceeds 3 dollars. For the same reason the caballeria of land (33⅓ English acres), which in Mauritius produces the large quantity of 3,000 quintals of sugar, scarcely yields here in Cuba over 600 quintals, an average far under that which an equal area of land planted with beet-root produces in Europe. So that the manufacture of sugar, which is the chief source of the wealth of Cuba, cannot compete favourably with that of the British Colonies, nor yet with that of beet-root in Europe. This brings us to a very important consideration.

If the radicals in the United States were to succeed in carrying their aspirations to the extreme of closing their markets against us, in order to give an impetus to home-grown sugar, where would the Island of Cuba send her produce?

Europe tends to make her productions equal her consumption; and if she has not yet reached that point, she covers the deficiency by importations from the British and Dutch Colonies, Brazil and other sugar-growing countries. She could not, therefore, consume the enormous bulk of all the produce of Cuba, unless our sugars surpassed in cheapness the beet-root sugar made in Europe itself, which is utterly impossible at present. But, why? For the reason we have pointed out—the scarcity of labouring hands in the island, and the consequently exhorbitant rate of wages.

It has been said that the concentration of fortunes in the cultivation of sugar, and the dependency in which the capital of the trade of the island stands in regard to it, constitute one of the reasons which inspire a want of confidence in the future of Cuba. We do not participate in such an opinion. No production of the tropics can acquire in general consumption an expansion equal to that of sugar. No other can give, in the same proportion, occupation to a greater amount of capital. No other is more adapted to the circumstances of the climate, and to the order of the seasons in our latitude.

It is true that over a fourth of the whole production of sugar in the world, comes from our fields, is made on our plantations; and it is no less true that in articles of such vast production, an excess of 5 per cent. over the consumption is sufficient to create a considerable and progressive reduction in price, and that on this account the wealth of the island being almost entirely committed to one class of cultivation, the position of our fortunes might be fatally jeopardized, and our merchants might find themselves exposed to serious and perhaps ruinous difficulties. This is all very true, but it is no less so that with a greater impulse to the importation of labourers, and a reduced rate of wages, a radical change would take place in our agricultural system and practice, in the organization of our estates, and in the division of labour, which would enable us to sell our sugars on as advantageous terms as those of Mauritius and Réunion. In such case the Cuban planter could outrival all others in the markets of Europe.

Besides, were the present sugar estates to be destroyed in order to convert them into coffee, cocoa, indigo or tobacco plantations, the same problem, the same inconveniences would arise on the morrow, viz., the impossibility of competing with the produce of Java, of British India, of Egypt, or of South America, where wages are lower than in Cuba.

If it was desirable to cultivate fibrous plants, apart from the question of wages, which would always remain unchanged neither flax nor hemp are susceptible of acquiring an extensive cultivation here, nor would the course of the seasons admit of their occupying the soil all the year round, a circumstance which would add very materially to the cost of production.

Finally, we see no foundation for the prediction of certain writers on agriculture that, considering that cane sugar must soon decline on account of the rapid increase of beetroot cultivation, they assert that the future of the West Indies lays in the cultivation of oleaginous plants, as if the ground or pea nut (Arachy's hypogea) and the sesamum could overcome the superiority of the olive; or the cocoa (cocos mucifera) and the caster-oil plant (ricinus comunis) lessen the elaboration of so many seeds which produce oil in Europe and in Africa.

We repeat it. The existence of Cuba depends at present upon the importation of Chinese or Asiatic labourers, but under such conditions that the standard rate of wages does not exceed the average which we have fixed. In this manner the reform which clouds the horizon and threatens the future will be carried out by its own impulse and without disorganizing oscillations. In this way the value of our plantations will not depend upon the number or the worth of their slaves, but upon the intrinsic value of the ground, its state of cultivation, and the manufacturing advantages or conditions of each establishment. In this way agricultural industry will be within the reach of second rate fortunes and of enterprising emigrants. In this way, in fine, two great results will be obtained, viz: the division of agricultural from manufacturing operations by the partition of the large estates into farms of moderate size, thus giving an impetus to the establishment of central sugar factories;—and the progressive value of cultivated land, as well as of uncleared lands (which are at present worthless) by farming out the cultivation to different colonists (squatters), and by the immediate attention of small proprietors to their own lands. Hence the creation of a real value in immovable property;

hence also the basis for the establishment of a Territorial Credit (Landowners' Association) a powerful institution which should take root in Cuba, as it has done in other European colonies.

These remarks induce us to call the attention of our planters and landed proprietors to the urgent necessity of forming a strong and highly responsible Association for the purpose of importing the labouring hands which are so much required, upon such economical and advantageous terms as will permit of persons of the most modest fortune embarking in agricultural pursuits, and bringing under cultivation the most fertile lands in the Island, which, for want of hands, are still in their virgin state. It is only an Association of such magnitude which would attract the serious attention of the Government, and would insure for ever the importation of labouring hands. There can be no doubt that an Association of Planters and Proprietors, which, putting aside all ideas of speculation, has no other object than that of providing for the scarcity of labouring hands caused by the high price of wages, and which constantly studies the most economical means of transportation, at the same time that it employs every possible means to lessen the cost of contracting in Asia, must form the preliminary basis for removing the inconveniencies which every reform in the organization of labour must produce. We may add, that only from an Association of this sort can emanate the most fruitful combinations for the solution of the great problem of Cuban Colonization.

CAPE OF GOOD HOPE.

No. 16.

Her Majesty's Commissioners to Lord Stanley.—(*Received February* 20.)

My Lord, *Cape Town, January* 6, 1867.

WE have the honour to report to your Lordship that no case has been adjudicated by these Mixed Courts of Justice during the year ending December 31, 1866.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 17.

Her Majesty's Commissioners to Lord Stanley.—(*Received February* 20.)

My Lord, *Cape Town, January* 6, 1866.

IN pursuance of instructions given to us in the Earl of Aberdeen's despatch of the 20th of February, 1843, by which we are directed to transmit at the close of each year a detailed report of the judicial proceedings of this Mixed Commission, we have the honour to report to your Lordship that no case has been adjudicated by this Court during the year ending December 31, 1866.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 18.

Her Majesty's Commissioners to Lord Stanley.—(*Received February* 20.)

My Lord, *Cape Town, January* 6, 1867.

WITH reference to instructions given to us to transmit to the Foreign Office a certified copy of the Register of Emancipated Slaves, emancipated by decree of this Mixed Commission, we have the honour to acquaint your Lordship that no vessel with slaves on board has been brought before us during the year ending December 31, 1866.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 19.

Her Majesty's Commissioners to Lord Stanley.—(*Received February* 20.)

My Lord, *Cape Town, January* 6, 1867.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI of Annex B to the Treaty of July 3, 1842, between Great Britain and Portugal for the Suppression of the Traffic in Slaves, relating—

First. To the cases which have been brought before them for adjudication;

Secondly. To the state of the liberated negroes;

Thirdly. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleagues are about to transmit a duplicate original of this Report to the Government of His Most Faithful Majesty.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

Inclosure in No. 19.

Annual Report of the Mixed Commission.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd July, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a Report, relating—

1st. To the cases which have been brought before them for adjudication.

2ndly. To the state of the liberated negroes.

3rdly. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and the mechanical education of the liberated negroes.

The undersigned members of the Mixed Commission established at the Cape of Good Hope have the honour to report to the Government of Her Britannic Majesty, and to the Government of His Most Faithful Majesty, that no case has been brought before them for adjudication during the year ending December 31, 1866, and that no negroes have been emancipated by decree of this Mixed Commission since its establishment.

(Signed) GEO. FRERE. A. DUPRAT.
E. L. LAYARD. EDUARDO A. DE CARVALHO.
H. MALLET, *Registrar.*

Mixed British and Portuguese Commission, Cape Town, Cape of Good Hope.

No. 20.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord, *Cape Town, January 6, 1866.*

WE have the honour to inform your Lordship that no slaves have been emancipated by sentence of this Mixed British and United States' Court of Justice during the ending December 31, 1866.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 21.

Her Majesty's Commissioners to Lord Stanley.—(Received August 19.)

My Lord, *Cape Town, June 29, 1867.*

WE have the honour to report to your Lordship that no case has been adjudicated by the Mixed Courts of Justice, of which we are members, during the half-year ending June 30, 1867.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 22.

Lord Stanley to Mr. Layard.

Sir, *Foreign Office, October 9, 1867.*

I TRANSMIT to you herewith Her Majesty's commission appointing you to be Commissioner on the part of Her Majesty in the Mixed British and Portuguese Commission established at the Cape of Good Hope, under the Treaty concluded at Lisbon on the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade; and also Her Majesty's commission appointing you to be Judge, on the part of Her Majesty, in the British and United States' Mixed Commission Court established at the Cape of Good Hope, under the Treaty concluded at Washington on the 7th of April, 1862, between Great Britain and the United States, with the same object.

I am, &c.
(Signed) STANLEY.

No. 23.

Her Majesty's Commissioner to Lord Stanley.—(Received November 23.)

(Extract.) *Cape Town, October 1, 1867.*

IN laying before your Lordship my Report upon the Slave Trade on the East Coast of Africa during the year ending the 30th of September, I have the honour to acquaint you that, from all I can gather, I have great hopes that the Slave Trade, formerly so rife, is, or some portion thereof, rapidly approaching extinction.

By the kindness of Commodore Purvis I have been supplied with the information acquired by the officers commanding Her Majesty's cruizers; and this goes to show that to the southward—that is, within the limits of this naval command—the nefarious Traffic has apparently ceased, though to the northward, particularly on the north coast of Madagascar, it is still carried on.

I believe few, if any, European vessels now find it worth their while to risk capture by visiting the East Coast, and running the gauntlet of our cruizers for so long a voyage. What Slave Trade is carried on is performed by small native vessels, chiefly to supply the Arab markets. This happy result has, no doubt, been caused by the vigilance of our naval officers, and the closing of some of the marts to which the slaves were usually taken. The dhow Traffic will, I fear, continue as long as the Arab is the dominant race on the coast, and other Oriental nations maintain their peculiar views, and their marts are kept open.

The new Governor-General of the Portuguese Settlements on the East Coast, his Excellency Senhor Correia de Lacerda, has recently been staying in Cape Town, awaiting a ship to convey him to his destination. I deem myself fortunate in having had a long and interesting conversation with him upon the subject of the suppression of the Slave Trade, and was gratified to find that his Excellency held most liberal views upon the question. He assured me of his earnest wish to keep down the Traffic, and to replace it with legitimate trade and agricultural pursuits. Finding that I had visited the whole of the East Coast from 1° south of the line, and had passed some years in Ceylon, and been a witness of tropical agriculture, he entered warmly upon the subject of products fitted for cultivation on the East Coast; and concluded by observing that if profitable sources of agriculture could be found, the Slave Trade would never revive.

I believe that in his Excellency we shall have a powerful auxiliary in the suppression of the Traffic, and I cordially agree with him in the views he expressed. I am convinced that if the ports on the East Coast were thrown open, and protection to life and property guaranteed, population and agriculture would increase in spite of the unhealthiness of some parts of the country, and the Traffic in human flesh cease for ever.

In consequence of the Slave Trade being now confined to the Indian command, no dhow cases have been brought for adjudication before the Vice-Admiralty Court in this Colony during the past year.

I regret to say that, from occasional notices in the public journals, I fear the Slave Trade, alluded to by my late colleague in his Report of the 1st of October last as existing in the Transvaal Republic, still continues.

But while rejoicing at this diminution of the Slave Trade on the East Coast, I feel that it is mainly due, not to a sense of its moral turpitude on the part of the inhabitants, but to the exertions of our naval force; and that were its vigilance abated the Traffic would again spring up, and European vessels once more take part in it.

Some few years since, I visited the whole of the South East Coast, Madagascar, and the other islands (not being at that time connected with this commission or the navy), and I found that neither Europeans nor natives cared to disguise their sentiments before me; and I learnt enough to convince me that slavery was looked upon as a natural and necessary state of life, and few saw any evil in engaging in it. Indeed, domestic servitude, in our acceptation of the term, was a thing unknown, either in the house or in the field; and I believe that if our cruizers were withdrawn, the Slave Trade would again revive.

LOANDA.

No. 24.

Mr. Egerton to Her Majesty's Commissioner.

Sir, *Foreign Office, January* 10, 1867.

I AM directed by Lord Stanley to transmit to you the accompanying copy of a despatch from Her Majesty's Minister at Lisbon,* inclosing a copy of a Decree issued by the Portuguese Government appointing a Committee for the purpose of inquiring into and reporting upon the reforms that it may be advisable to carry out with the view to the improvement of the administration of the Portuguese Colonies, and to the early abolition of slavery; and I am to state that his Lordship would be glad to receive any observations you may have to offer upon the objects proposed to be attained by this Decree.

I have, &c.
(Signed) E. C. EGERTON.

No. 25.

Her Majesty's Commissioner to Lord Stanley.—(*Received February* 2, 1867.)

My Lord, *Loanda, December* 3, 1866.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 26th September, informing me that after consulting the proper Law Officer of the Crown on the case of the Portuguese barque "*Dahomey*," a vessel brought by the Commander of Her Majesty's ship "Espoir" before the Mixed Commission for adjudication, your Lordship is of opinion that the "*Dahomey*" could not have been lawfully condemned upon the evidence produced before the Commissioners.

With reference to the question whether the owners of the "*Dahomey*" are entitled to compensation for her detention, your Lordship states as your opinion that they are not entitled to indemnification because the captor had been led into error by the answers given to the questions put by him to the master respecting the men found on board, and your Lordship is pleased to concur with me in my opinion that the "extraordinary number of watercasks or of other vessels for holding water," for which the master did not produce a proper specific certificate, did bring the case under the provisions of the Xth Article of the Treaty.

Finally, your Lordship informs me that having regard to the IVth and VIIth Articles of Annex B, I acted wrongly, and was not authorised either by the Treaty or the special circumstances of the case in declining to refer to arbitration the question whether the owners of the "*Dahomey*" were entitled to compensation.

With respect to the last point, I take the liberty of submitting the following observations to your Lordship. I readily confess that I always felt considerable doubt whether I would be justified in declining to submit the question at issue to arbitration, and for that reason I never did, nor intended to do more than suspend the proceedings. I saw a fixed determination to award heavy damages in violation of the express provisions of the Xth Article of the Treaty, and, therefore, to afford your Lordship an opportunity of communicating with the Portuguese Government should you think proper to do so, I availed myself of the words in Article VII of Annex B, "save as mentioned in Article X of the Treaty," to carry out my object.

The extraordinary step taken by the Portuguese Commissioner and Arbitrator in

* Class B, 1866, No. 124.

making an award giving heavy damages without my participation and concurrence precludes me from intimating to them my readiness to resume the consideration of the owner's claim, I shall, therefore, wait for instructions from your Lordship before proceeding further in the matter.

I have, &c.
(Signed) W. VREDENBURG.

No. 26.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord, *Loanda, December* 3, 1866.

I HAVE the honour to acknowledge the receipt of Lord Clarendon's despatch of the 4th July, inclosing copies of correspondence with the Portuguese Government respecting the export of slaves to the Island of San Thomé, under the denomination of "libertos."

I have, &c.
(Signed) W. VREDENBURG.

No. 27.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord, *Loanda, December* 14, 1866.

I HAVE the honour to inform your Lordship that I have received from Her Majesty's Consul at St. Vincent's a copy of a despatch which he had addressed to the Commander-in-chief, containing intelligence respecting a certain notorious slave captain of the name of Quirino José Pinheiro, who had left the Island of Brava in the Portuguese fore-and-aft schooner "Santo Antonio," and had proceeded in the direction of Goree, in the vicinity of which place it was said that another vessel would be waiting to receive Pinheiro, and convey him to Ambriz (Ambrizette?) to embark a cargo of slaves.

As the Commander-in-chief was at St. Helena, I forwarded a copy of Mr. Miller's despatch to the senior officer of this division of the squadron, and instituted inquiries for the purpose of obtaining some definite information respecting the intended shipment.

Such inquiries are now easily made from the circumstance that Senhor M. J. d'Oliveira, Pamplona's clerk or partner, is the only person on this part of the coast who still holds a lingering faith in the Slave Trade as a profitable employment. If Senhor Oliveira's doings are ascertained, a tolerably certain knowledge may be had of a probable shipment. My investigations established the fact that Oliveira had latterly been purchasing slaves at Macula, a place in the immediate vicinity of Ambrizette, and Bento Mendes Pires, Pamplona's clerk in this city, having just returned from Lisbon, it is not unlikely that the vessel mentioned by Mr. Miller will make her appearance, and it is not less probable that Commander Trollope, of Her Majesty's ship "Snipe," who is stationed off that part of the coast, will give a good account of her.

It is the opinion of Commander Peile, the senior officer (an opinion in which I most fully concur), that, although from time to time a solitary slave-vessel may appear on the coast, the Slave Trade as an organized and established business is practically extinct. Men who were formerly slave-traders, and nothing more, are now established and engaged in legal trade; they find their present occupations profitable, and having broken up their slave-trading establishments, are not, I think, likely to resume the occupation that they have abandoned.

Senhor Leivas, of Lisbon, is, I believe, the only person in Europe who persists systematically, notwithstanding his heavy losses, in dispatching slave-vessels to this part of the coast of Africa; and Oliveira is the agent charged with the collection and shipment of the slaves.

I have, &c.
(Signed) W. VREDENBURG.

No. 28.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord, *Loanda, December 24, 1866.*

I HAVE the honour to inform your Lordship that at the beginning of this month I was in conversation with his Excellency the Governor-General on the subject of the Cuban Slave Trade, and it was the opinion of his Excellency, in which opinion I concurred, that it might be considered as extinguished. I availed myself, however, of the occasion to mention that, although the Slave Trade to Cuba might be extinct, the Slave Trade could not be considered as entirely finished as long as slaves in large numbers, under the designation of "libertos," were sent to the Island of San Thomé.

His Excellency replied that I might inquire anywhere, and that I would find that he permitted the number only to be sent that were allowed by the Treaty.

To that I answered that it was impossible for Her Majesty's Government to acknowledge as colonists the persons who were employed to act in that capacity, or to permit the transport of slaves, although called by another name.

A day or two after I was informed that the Governor-General had sent orders to the Chief of Police to grant no certificates to persons who applied for them as colonists, unless they really possessed that character, and it is with the greatest satisfaction that I am enabled to report to your Lordship that, from that day to this, no vessel with libertos on board has left this port for San Thomé.

Commander Peile, the senior officer, a few days ago obligingly furnished me with an extract from the letter of proceedings of Commander Erskine, of Her Majesty's ship "Speedwell," who had been sent specially to learn what amount of truth there was in the reports that had reached me as to Slave Trade carried on between the coast in the vicinity of the River Cama and the Islands of San Thomé and Principe.

As Commander Erskine's Report fully confirmed the intelligence I had received from Admiral Ladebat and from other sources, I sent a copy of it to the Governor-General with a despatch, of which a copy is inclosed.

The islands are not, I believe, under the Government of his Excellency, but I have little doubt that he will make such representations to the Governors as will, if possible, cause the evil complained of to be suppressed.

I must, in fairness to Senhor Brunachy, the Governor of San Thomé, inform your Lordship that the very small and inadequate force he has at his disposal, renders it difficult for him to cause the supervision of the island to be properly executed.

I have, &c.

(Signed) W. VREDENBURG.

Inclosure in No. 28.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Most Illustrious and Most Excellent Sir, *Loanda, December 19, 1866.*

I HAVE had the honour on more than one occasion to request your Excellency's attention to the Trade in Slaves which is systematically carried on from the neighbourhood of the River Cama to the Islands of Principe and San Thomé.

I have now the honour to inclose, for your Excellency's information, an extract from the letter of proceedings of Commander Erskine, of Her Majesty's ship "Speedwell," who visited the spot in question for the purpose of establishing the truth on this subject. Your Excellency will observe that Commander Erskine fully confirms the intelligence that I had received from the French Admiral and from other sources.

I beg again to request your Excellency's most serious attention to this subject, as the proceedings reported by Commander Erskine are the Slave Trade without any attempt at concealment.

The force at the disposal of the Governors of San Thomé and Principe is, I am informed, very inadequate; but it seems scarcely credible that slaves can be constantly landed in those islands without their knowledge.

I have, &c.

(Signed) W. VREDENBURG.

No. 29.

Her Majesty's Commissioner to Lord Stanley.—(Received February 23.)

My Lord, *Loanda, January 7, 1867.*

IN my despatch of the 14th of December I mentioned that Senhor Leivas, of Lisbon, was the only person in Europe who systematically persisted in despatching slave-

vessels to this part of the coast of Africa. I have now the honour and satisfaction of reporting to your Lordship that Senhor Leivas, convinced at last of the futility of attempting to retrieve his heavy losses by slave-trading operations, has determined finally and irrevocably to relinquish that Traffic, and has sent out a person for the purpose of closing all his transactions connected with the Slave Trade.

It is possible that for a limited period attempts may occasionally be made by speculative and sanguinary persons to run a cargo of slaves; but Senhor Leivas was, I believe, the only person remaining who made slave-trading his ordinary and regular business.

It is very gratifying to me to be enabled to make the above communication to your Lordship, as it involves, I think, an announcement of the final and absolute extinction of the Slave Trade.

I have, &c.
(Signed) W. VREDENBURG.

No. 30.

Her Majesty's Commissioner to Lord Stanley.—(*Received March* 29.)

My Lord, *Loanda, February* 16, 1867.

WITH reference to my despatch of the 14th of December, I have the honour to report to your Lordship the arrival at this port from Bissau of the Portuguese schooner "*Santo Antonio*," after a passage of 111 days. She brought as passengers the slave-captain Quirino José Pinheiro and two seamen. The captain reported that he had lost on the passage four of his crew from fever, and the vessel was placed in quarantine on her arrival. The authorities at Bissau, before they granted a clearance, compelled the captain of the "*Santo Antonio*" to land a quantity of planks, nails, and other articles adapted for the equipment of a slave-ship.

There can, I think, be but little doubt that Quirino Pinheiro and the other passengers have arrived here on a slave-trading expedition; it is, however, possible that the extreme duration of the voyage has upset their arrangements; and the Governor-General, with whom I have held frequent conversations on the subject, has adopted every precaution to prevent their plans being carried out. He has given orders to prevent Pinheiro leaving this port in the "*Santo Antonio*," either as captain of her or as passenger, and to hinder his joining any vessel on the coast. His Excellency refuses to give him a passport to leave the city. Should Pinheiro, however, be disposed to abscond, he can easily do so, as the port is open; but I am bound to admit that the Governor-General has done all that can reasonably be expected of him.

I have, &c.
(Signed) W. VREDENBURG.

No. 31.

Her Majesty's Commissioner to Lord Stanley.—(*Received March* 29.)

My Lord, *Loanda, February* 16, 1867.

IN my despatch of the 24th of December I had the honour to inform your Lordship that, in consequence of orders from the Governor-General, the practice of sending libertos to San Thomé had been suspended. It is with the greatest satisfaction that I am enabled to report that since the beginning of December one vessel only has conveyed any libertos to the island. She was a brig bound from this port to Lisbon viâ San Thomé; and it is said that the person whom the libertos accompanied was a colonist removing *boná fide* to that Colony. Should the Governor-General adhere to his present arrangement, one well-grounded cause of complaint will be removed.

I have, &c.
(Signed) W. VREDENBURG.

No. 32.

Lord Stanley to Her Majesty's Commissioner.

Sir, *Foreign Office, April* 4, 1867.

I HAVE received your despatches of the 16th of February last, the former reporting the steps taken by the Governor-General of Angola in the case of the

Portuguese schooner "Santo Antonio," with the view to prevent that vessel from being employed in the Slave Trade; and the latter announcing that the practice of sending slaves to the Island of San Thomé under the pretence of their being libertos has for some time past been suspended in consequence of orders from the Governor-General.

I have to instruct you to take an opportunity of expressing to the Governor-General the gratification with which Her Majesty's Government have learnt the course of proceeding adopted by his Excellency as reported in your above-mentioned despatches, and you will inform him that I have instructed Her Majesty's Minister at Lisbon to make a communication in this sense to the Portuguese Government.

I am, &c.
(Signed) STANLEY.

No. 33.

Lord Stanley to Her Majesty's Commissioner.

Sir, *Foreign Office, April* 18, 1867.

WITH reference to your despatch of the 7th January last, I transmit a copy of a despatch from Her Majesty's Minister at Lisbon reporting that he had been unable to obtain any information respecting Senhor Leivas.*

I am, &c.
(Signed) STANLEY.

No. 34.

Mr. Amzalak to Lord Stanley.—(Received July 26.)

My Lord, *Loanda, June* 17, 1867.

I HAVE the honour to inform your Lordship that on the 4th instant I received a despatch from the Governor-General reporting that there had been lately a certain movement of negroes in the south of the province which had created suspicion. I immediately sent a translation of his Excellency's communication to the Commodore, who had left this port for Bahia dos Elephantes on the 2nd instant.

I have reason to believe, however, that the movements alluded to have no connection with the Slave Trade.

I have, &c.
(Signed) ISAAC AMZALAK,
Acting Clerk to Her Majesty's Commissioner.

No. 35.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received August 30.)

My Lord, *Loanda, July* 18, 1867.

I HAVE the honour to report that no case was brought for adjudication before the Court of Mixed Commission during the half-year ended the 30th June last.

I have, &c.
(Signed) EDWARD HYDE HEWETT.

No. 36.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received August 30.)

My Lord. *Loanda, July* 20, 1867.

I HAVE the honour to inform your Lordship that soon after my arrival, when I waited upon the Governor-General to pay my respects to him, I took an opportunity of asking him whether any further information had been received concerning that movement of slaves which his Excellency had drawn Mr. Amzalak's attention, as reported to your Lordship in that gentleman's despatch of the 17th June last.

* Class B, No. 66.

His Excellency told me that nothing further of a suspicious nature had occurred, and that he was of opinion that the movement of slaves in question had no connection with the Slave Trade

I refrained from reporting the above to your Lordships by the last opportunity I had of sending despatches, in order that I might ascertain further particulars if possible from Lieutenant-Commander Hand, of Her Majesty's ship "Oberon," which vessel had been ordered to the south to cruize about the suspected points. That officer informed me on his return that he had met with nothing which could induce him to suppose that a shipment of slaves was likely to take place, that on some of the plantations he had visited there were 300 or 400 negroes employed, and that there were even a great number still required.

From what I have gathered here since my return I am of opinion that it is not probable that any attempt will be made to ship slaves from the Portuguese territory on this coast.

The Governor-General, when the report arrived of the suspicious movement of slaves to the southward, immediately dispatched the small Portuguese man-of-war schooner to cruise to the south, and the Commander had orders to make most strict inquiries as to the truth of the rumour. This is another proof his Excellency has given of his earnestness to effect, so far as lies in his power, the suppression of the Slave Trade.

I have, &c.
(Signed) EDWARD HYDE HEWETT.

No. 37.

Mr. Vredenburg to Lord Stanley.—(*Received September* 4.)

5, Rue d'Obilion, Montpellier, Hérault, France,
September 2, 1867.

My Lord,

IT was not until my arrival at Lisbon on my way home, that I saw the Papers on Slave Trade laid before Parliament, and became aware that the Portuguese Government had requested my removal from Loanda.

The principal ground on which they appeared to base their request was that I was acrimonious, and was always on bad terms with the authorities. On my departure for Loanda, my Lord, I formed the determination to call the attention of Her Majesty's Government to all cases in which the Portuguese authorities acted in good faith, and to such of their proceedings as were deserving of approbation; and I had flattered myself that I had not only acted fully up to my determination, but that I had sought for occasions to report favourably on their conduct; I was, therefore, not a little surprised on reading the correspondence published in the Blue Book.

I had on various occasions to call the attention of Her Majesty's Secretary of State for Foreign Affairs to certain cases of negligence and connivance with the slave-traders on the part of some of the subordinate authorities, but I never corresponded with them, nor am I aware that I ever saw any of them, My public relations with Senhor Andrade, the predecessor of the present Governor-General, were always of the most amicable description. I lost no opportunity of acknowledging and bearing testimony to the praiseworthy efforts which he made to suppress the Slave Trade, and the whole of my correspondence will show the high opinion that I had of him, and the respect that I felt for him. Our private relations were of the most friendly and intimate nature, and he was godfather to one of my children.

The despatch addressed to me by the present Governor-General on my departure from Loanda (copy and translation inclosed) will show your Lordship on what terms I lived with the present Governor-General, and is, I venture to submit, a complete answer to the assertions and accusations of the Portuguese Minister for Foreign Affairs. The despatch of the Governor-General is of so complimentary and flattering a nature, that I abstained for that reason, and for that reason alone, from sending a copy of it to your Lordship before I left Africa; but my perusal of the correspondence in the Blue Book induced me to send to Loanda for a copy of it, for the purpose of communicating it to your Lordship.

I confess, my Lord, that I feel the injustice of the charges brought against me, and am hurt and annoyed that they should have been made. The despatch of the Governor-General will at any rate show that he does not participate in the wish of Senhor Cazal Ribeiro for my removal.

I have, &c.
(Signed) W. VREDENBURG.

Inclosure in No. 37.

The Governor-General of the Province of Loanda to Mr. Vredenburg.

(Translation.)

Most Illustrious and Excellent Sir, *Palace of the Government in Loanda, April* 26, 1867.

IN acknowledging the receipt of the despatch which you addressed to me yesterday, the 25th instant, I remain informed of your proximate departure for Europe, and that Mr. Isaac Amzalak remains in charge of the British Consulate during the absence of Mr. Hewett.

The necessary orders are given that your passport be delivered to you as you request.

It is fit that I should make known to you the pain that I feel that a functionary of Her Britannic Majesty's Government should absent himself from this province, with whom such excellent ("bella") harmony has existed during the period of my government, and who has constantly given me proofs of his gentlemanlike conduct ("cavalheirismo") and delicacy.

For my part, I congratulate myself that, officially and privately, the best relations have always existed between the Representative of the British Government in this province and the Governor-General of Angola, it remaining for me to thank you for the extreme delicacy and deference with which you always treated me, and to ask you to consider me among those gentlemen who esteem and respect you.

God preserve, &c. (Signed) FRANCISCO ANTONIO G. CARDOSO.

No. 38.

Her Majesty's Commissioner to Lord Stanley.—(Received January 13.)

My Lord, *Loanda, October* 1, 1867.

I HAVE the honour herewith of submitting to your Lordship my annual Report on the Slave Trade, made up to the end of September, in obedience to the instructions contained in despatch of the 18th June, 1860.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

Inclosure in No. 38.

Annual Report on the Slave Trade.

IT will be gratifying to Her Majesty's Government to learn that, so far as I have been able to ascertain, not a single attempt during the last twelve months has been made to ship slaves to Cuba from that part of the coast lying between Cape Lopes and Mossamedes. Quirino, the slaver, who arrived here at the commencement of the present year, doubtless with the intention of endeavouring to run a cargo, gave up any evil design of that nature he may have entertained.

A great number of those men who were formerly engaged in the export of negroes are still on the coast, devoting themselves to the more honourable and praiseworthy avocations of regular licit trade. I cannot, however, believe that this change is attributable in any degree to their conviction of the immorality of buying and selling human beings, but to the simple force of circumstances. The slave-trader has of late years had an additional risk to run; he has discovered that he can no longer place that confidence and trust in his correspondents in Cuba which he formerly could, and therefore he has had to chance their honesty, besides eluding the vigilance of Her Majesty's ships on this and the other coasts; so that even if the landing of his victims be effected, he is far from certain of receiving the products of his cruel speculation. Those who have the means, therefore, will not now embark their capital in these enterprises, and those without means and out here have adopted the alternative of engaging in lawful commerce, which I am happy to state is rapidly increasing along the coast.

It is scarcely a matter of surprise that slave-traders should deride those who regard their business as an offence against civilization and society, while the buying and selling of slaves is permitted by the Governments of some countries called civilized and Christian. The exportation of slaves is considered a crime, and the purchase and sale of them is recognized as a lawful transaction.

The introduction of negroes from this port into the Island of St. Thomé under the name of "libertos" still continues. To this practice the attention of Her Majesty's Government has been repeatedly drawn from the time of its initiation during the administration of this Provisional Government by Senhor Calheiros, but whatever action may have been taken in the matter the fact is patent that the Trade is still carried on by some people here, though not to so great an extent as formerly.

A petty business of the same description is also kept up between St. Thomé and Principe from the main land immediately opposite those islands, of which the respective Governments of St. Thomé and Principe must be cognizant.

I cannot imagine, if there existed any real desire on the part of the Government of His Most Faithful Majesty to suppress this Traffic, that there would be much difficulty in discovering, if not already known, those implicated in this kidnapping, and prosecuting them according to law.

(Signed) EDWARD HYDE HEWETT,
Her Majesty's Acting Commissioner.

Loanda, September 30, 1867.

LOANDA.—(*Board of Superintendence.*)

No. 39.

Her Majesty's Commissioner to Lord Stanley.—(*Received February* 23.)

My Lord, *Loanda, January* 1, 1867.

I HAVE the honour to transmit the Report of the Curator of liberated negroes for the last quarter.

Your Lordship will observe that there are at present 6 libertos only under charge of the Board; it is probable that before the termination of the present quarter papers of complete liberty will be delivered to them, and the operations of the Board of Superintendence be suspended.

I have, &c.
(Signed) W. VREDENBURG.

Inclosure in No. 39.

Report of the Curator of Liberated Africans for the Quarter ended December 31, 1866.

(Translation.)

I HAVE the honour to inform the Board of Superintendence of Libertos, that during the quarter ending to-day, I visited occasionally the libertos under the charge of the Board, and found—

1. That they were properly treated;
2. That Virginia, who was in private service, was sent back on the 3rd of October, and remains with the Curator.
3. That the only libertos remaining under charge of the Board are Cicero Maiala, Gervasio Massoque, Hypolito, Agostinho Joaquim, Manvel Vemba, and Virginia.

Loanda, December 31, 1866.

(Signed) M. A. DE CASTRO FRANCINA, *Curator.*

No. 40.

Her Majesty's Commissioner to Lord Stanley.—(*Received June* 13.)

My Lord, *Loanda, April* 5, 1867.

I HAVE the honour to transmit a translation of the Report of the Curator of liberated Africans for the last quarter.

I have also the honour to inclose translation of a Minute made at a meeting of the Board of Superintendence on the 2nd instant. Your Lordship will perceive that it was determined to give complete liberty to the 6 libertos then under the charge of the Board and to suspend its operations.

I have, &c.
(Signed) W. VREDENBURG.

Inclosure 1 in No. 40.

Report of the Curator of Liberated Africans for the Quarter ended March 31, 1867.

(Tranalation.)

I HAVE the honour to report to the Board of Superintendence of Liberated Negroes that during the quarter ending to-day, I visited occasionally the "libertos" under charge of the Board, and found as follows:—

1. That of the 6 remaining libertos five are in the service of the Provincial Government, and one employed by the Curator.
2. That all have had proper treatment.

Loanda, March 31, 1867.

(Signed) M. A. DE CASTRO FRANCINA, *Curator.*

Inclosure 2 in No. 40.

Minute of Session of Board of Superintendence.

(Translation.) *Loanda, April* 2, 1867.

ON the 2nd day of April, 1867, the Board of Superintendence of Liberated Negroes met at 1 o'clock at the Palace of Government, and the Governor-General of the province stated that, according to the Report of the Curator for the first quarter of the present year, there were so few libertos under charge of the Board that it appeared to him that complete liberty should be given to them, not only because they were perfectly capable of taking care of themselves, but also to avoid continued expense to the two Governments with the salary of the Curator; and the British Commissioner having expressed his concurrence with that opinion, the Board resolved—That the necessary papers should be prepared and given to the 6 remaining libertos under charge of the Board, of the names of Cicero Maiala, Gervasio Massoque, Hypolito, Agostinho Joaquim, Manoel Vemba, and Virginia; the labours of the Board being suspended by virtue of this resolution.

The Curator having consulted the Board as to the delivery of the books and other papers belonging to the Curatorship, the Board resolved—That the books and papers should be delivered to the Secretary of the Mixed Commission established in this city, to be kept with the archives of the Commission, for which two receipts should be given, one to be deposited in the office of the Secretary of Government, and the other to be given to the Curator as his discharge. And there being no other question to discuss the Session was closed, and this minute prepared and signed by the members and by me, Manoel Alves de Castro Francina, who wrote it.

(Signed) FRANCISCO ANTONIO GONCALVES CARDOSO, *Governor-General.*
W. VREDENBURG, *Her Britannic Majesty's Commissioner.*
MANOEL ALVES DE CASTRO FRANCINA.

NEW YORK.

No. 41.

Her Majesty's Commissioner to Lord Stanley.—(Received January 26.)

My Lord, *New York, January 2, 1867.*

I HAVE the honour to report to your Lordship that no case has been brought for adjudication before the Court of Mixed Commission established at New York under the Treaty between Great Britain and the United States of America for the suppression of the African Slave Trade during the year ending the 31st ultimo.

I have, &c.

(Signed) W. D. RYDER.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 42.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Greyhound*," *at Ascension, December* 17, 1866.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copy of a report from Commander M. S. L. Peile, of the "Espoir," Senior Officer of the Southern Division of this station, of disturbances which took place early in November in St. Antonio Creek, River Congo, in which the English factory of Messrs. Hatton and Cookson, and Portuguese, of Senhor Correira, have been entirely destroyed by the natives, and the crew of the Portuguese schooner of war "Napier" beaten off by them with a loss of five killed, seven wounded, one man taken prisoner, and a boat's gun captured.

2. The factory of Hatton and Cookson would not have been attacked by the natives if the agent, Señor Caldron, a Spaniard, who was afterwards killed, had not taken an active part in assisting Senhor Correira's factory, with which the quarrel originated.

I have, &c.

(Signed) G. PHIPPS HORNBY.

Inclosure in No. 42.

Commander Peile to Commodore Hornby.

Sir, "*Espoir*," *River Congo, November* 12, 1866.

I HAVE the honour to inform you that, on the morning of the 30th ultimo, one of the firm of Hatton and Cookson, trading in St. Antonio Creek, called on me and informed me that the night before the natives had attempted to burn their factory, and also that of Senhor Correira (a Portuguese trader), and asked my protection.

In the afternoon I proceeded in the steam launch to Hatton and Cookson's factory, where Señor Caldron (a Spaniard), the agent, told me that the disturbance the evening before was in consequence of the natives having demanded custom of Senhor Correira for the "Helen," one of Hatton and Cookson's vessels having received cargo in St. Antonio Creek. Senhor Correira endeavoured to explain to them that he had nothing to do with the "Helen," and refused their claim.

They then attempted to burn his factory and also that of Hatton and Cookson, as they said that their men had given Senhor Correira assistance. Señor Caldron appeared to think that the King and Chiefs would be more likely to meet at Senhor Correira's house, it being nearer their town. I went there in the steam launch and paid him a visit. A messenger was sent to the King and Chiefs asking them to meet me. They replied that they could not hold a palavar with me then but would do so the next morning at 7 o'clock if I would wish. I agreed with their request and a meeting was arranged; but at the appointed time a messenger came and said that as I had a large boat with steam and a gun they could not come, being afraid of either being killed or being made prisoners. I was, therefore, obliged to dismiss the messenger with a caution to the Kings and Chiefs as to their future behaviour.

Señor Caldron appeared to think that my visit with the steam launch and gun would have a most beneficial effect, and that, for some time at all events, there would be no disturbance.

Senhor Correira, however, pressed me to leave either a few men or a small boat manned and armed for their protection. I, of course, declined doing so, but offered to take a letter from him to the officer in command of the Portuguese war schooner "Napier," off Ponta de Linba, as I was going there that day. He gave me a letter, which I sent on board the "Napier" the same evening, and the schooner left the next morning for St. Antonio.

At noon on the 9th, I received a letter from Mr. Elkman, saying that it was reported that Senhor Correira's factory had been burnt the night before, and that a white man, supposed to be Señor Caldron, had been killed I went to Banana to see what further information I could gain, but was told by Mr. Elkman that nothing more than what he had stated in his letter was known.

In the evening Mr. Elkman received a letter from the Lieutenant commanding the "Napier," informing him

that he had been engaged against the natives in St. Antonio Creek, and had been beaten off with much loss, five of his crew killed, his steward taken prisoner, many of his men wounded; Señor Caldron, and a clerk of Senhor Carreira, also killed. He also stated that the English factory of Hatton and Cookson had been robbed of all its goods. He requested Mr. Elkman to arrange with the natives for the ransom of the steward, and Mr. Elkman immediately took steps to carry out his wishes.

The following morning at daylight I proceeded, under steam, to St. Antonio Creek, and went immediately myself on board the "Napier" to express to the Lieutenant commanding my regret at what had taken place, and to know if I could be of any assistance to him. He told me his small force, amounting to twenty-three men, had been opposed to more than 1,000 natives, and that although his men had fought with the greatest bravery they were obliged to retreat in great confusion. His loss was five men killed, one officer and six men wounded, his steward missing, and a brass gun captured. He also told me that the cooper of the English factory had made his escape and was then on board the schooner. In answer to my question as to whether I could save any property belonging to Hatton and Cookson's factory, he replied that everything had long since been carried off, and that even the planking off the store had been taken away. I then took the cooper on board the "Espoir" for passage to Banana, and asked him if anything could be done to save property belonging to his factory. He said, that nothing except a few bags of palm kernels remained, and that there were neither boats nor men to bring them off even did I protect them whilst embarking them.

Finding, therefore, that nothing could be done, and considering that it would be most injudicious to land, I returned to Banana.

The loss to Messrs. Hatton and Cookson appears to be very great, as the factory contained great quantities of goods, besides much produce.

The affair is looked on by the different traders to be a matter of great moment, as they say that after such a victory and carrying off so much plunder the natives will, in all probability, be most overbearing, and that in any future palavar their demands will be very exorbitant and, should they not be acceded to, they will again have recourse to force.

I have, &c.
(Signed) M. S. L. PEILE.

No. 43.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Greyhound*," *at Ascension, December* 23, 1866.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, the proceedings of Her Majesty's ships on this station, ascertained from the reports received since my general letter of the 27th ultimo.

The "Landrail" was at Sierra Leone on the 14th October.

Commander H. L. A. L. Maitland was about to proceed to the Pongas River to inquire into some rather indefinite reports of slave-trading in that neighbourhood, and expected to leave Sierra Leone for the South Coast about 18th October.

"Landrail" had taken the Governor-in-chief early in October to the Mellicouri River and Isles de Los. Her crew were healthy.

The "Oberon" had visited in September the Bonny, New Calabar, and Cameroons Rivers. The sword sent out for Prince Will, of New Calabar, by Her Majesty's Government, had been presented to him, on board the "Oberon," by Mr. Consul Livingstone.

Mr. Livingstone's attempts to settle the differences between the Okrika and Bonny and New Calabar men had completely failed.

Commander Verney reports that Mr. Livingstone has ascertained that a secret Treaty exists between the Okrika and Bonny Chiefs to conquer the New Calabar country. The result will probably be a diminution of trade in these rivers. The Okrikas are cannibals, and are reported to have lately killed and eaten 100 of the Calabar people.

The "Investigator" entered the Niger on the 27th September, and reached Lagos again on the 27th October. Her crew were medically surveyed on their return, and the white men, with one exception, reported as in excellent health, but I regret to say two of her officers, Mr. F. H. J. Rapson, Second Master, and Mr. F. Pittman, Assistant Paymaster, have been since invalided. I have not yet received the detailed account of the expedition; but Lieutenant J. W. Jones reports that Mr. Fell, the Government Agent at Lukoja, was quite well.

The West African Company's steamer, "Thomas Bazley," made two successful trips up the Niger during the recent season, but her master and mate died, and Mr. Robert Harwood, Second Master of the "Mullet," was sent to navigate her from the bar of the river to Lagos.

Commander C. A. P. V. Robinson, of the "Mullet," Senior Officer in the Bights, had been requested (19th November) to send the "Investigator" again up the Niger as far as Onitsha (about 160 miles), with Mr. Mc Leod, the Consul for the river, who arrived by the packet, at Jellah Coffee, on the 18th November.

The delay in his arrival was caused by his detention at Madeira, sick with a fever, contracted a few months before in quarantine at Lisbon.

From Onitsha, Mr. McLeod expected to be able to get to Lukoja in canoes.

The Senior Officer had not decided whether he would send the "Investigator" or not.

Commander M. S. L. Peile, of "Espoir," Senior Officer, reports having proceeded on the $\frac{2nd}{4th}$ November up the Congo as far as Embomma, in the steam-launch of the "Bristol." He states that he "was astonished at the extensive trade carried on at Embomma in palm oil, palm kernels, and ground nuts. He was informed, and believes it to be the case, that legal trade has altogether superseded Slave Trade at that place.

"The traders at Ponta da Lenha and Embomma were much pleased with his visit, and openly expressed their thanks, especially for the steam-launch having gone to Embomma, as they considered that it would have a very great moral effect on the natives in that part of the river, who had lately been very troublesome, and had way-laid and robbed several cargo-boats.

"On the 6th, he proceeded down the river and again anchored off Banana.

"To and from Ponta da Linha the least water obtained at dead low water was $2\frac{3}{4}$ fathoms."

The "Snipe" was at Ambrizette on the 10th November. Commander H. A. Trollope reports a slight disturbance there in October, the natives having robbed the factury of a Mr. Stewart, and then threatened him, because trade had been stopped until the thieves were discovered. It ended in the Chief promising to protect legal traders, and to find and punish future thieves.

Slaves were reported (to Commander Trollope) to have been purchased at Kinfunta and kept ready for shipment at Kinsao.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 44.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.) *"Greyhound," at Sierra Leone, February* 14, 1867.

TRADE having been interfered with in the Benin River by quarrels between the native Chiefs in the neighbourhood of the English factories, the "Mullet" with "Investigator" visited the river on the $\frac{19th}{21st}$ ultimo, and Commander C. A. P. V. Robinson reports (10th February) that there is reason to hope matters are settled satisfactorily, and that trade will be resumed.

Commander M. S. L. Peile reports that in November the Portuguese corvette "Duque de Palmella" anchored in St. Antonio Bay, Congo River (the place where the recent disturbances between the Portuguese and natives took place), and fired broadsides of shot and shell into the bush, and afterwards burnt down a few mat huts on Shark's Point.

The "Espoir" had been to the southward as far as Mossamedes, and the information obtained by Commander Peile was confirmatory of the cessation of the Slave Trade, and the increase of legal trade.

The Portuguese had been at war in the interior of the country near Mossamedes, and three native Kings had been sent to Loanda as security for the payment of fines that had been levied.

No. 45.

RETURN of Vessels Captured on the ground of Slave Trade or Piracy, by the British squadron employed on the West Coast of Africa, for the suppression of the Slave Trade, during the Year ended December 31, 1866.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	Number of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Captor and Name of Capturing Ship.	Number of Slaves.			Tonnage of Captured Vessel.	Before what Court adjudicated, and on what Charge.	Decretal part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was Disposed of.
							Captured.	Died before adjudication.	Released.				
Dahomey, barque ..	Portuguese .	Master, Ja. Poncica; owner, — Pereira, Aghwey	9 (5 white; 4 black)	1866 Mar. 3	Off Aghwey ..	Commander M. S. L. Peile, H.M.S. "Espoir"	..	..	..	276	Mixed Commission Court, St. Paul's de Loanda. Slave Trade	Restitution .	Released.
Brigantine, name unknown	None ..	Unknown	13	Sept. 17	40 miles N.W. from Point Padron	Commander M. S. L. Peile, H.M.S. "Espoir"	..	..	..	153¼	Vice-Admiralty Court, St. Helena. Slave Trade	Forfeiture ..	Sold by public auction.

"*Greyhound*," *at Sea, Lat.* 1° 14′ *S., Long.* 6° 55′ *W., January* 28, 1867.

(Signed) G. PHIPPS HORNBY, *Commodore and Commander-in-chief.*

No. 46.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Greyhound*," *at Sierra Leone, February* 12, 1867.

WITH reference to my letter of proceedings of the 23rd December last, I regret to have to inform the Lords Commissioners of the Admiralty that I am unable yet to forward the detailed report of the "Investigator's" proceedings in her recent visit to the Niger, ~~September~~ October 1866, the letter forwarding the same to this port to wait my arrival having miscarried.

I have called for a duplicate from the "Investigator."

In the meantime I think it well to report at once, for their Lordships' information, that from inquiries I made at Lagos from Lieutenant John H. Jones, commanding the "Investigator," it appears that there is a much larger (and increasing) market now open in the upper part of the Niger than could be satisfied by the single steamer, the "Thomas Bazley," that was sent up last year by the West Africa Company. When the "Investigator" left Egga, that is, subsequently to the last visit of the "Thomas Bazley," there were 250 large tusks of ivory offering for sale, as well as considerable quantities of palm oil, Shea butter, cotton, antimony, &c.

From the information I obtained at Lagos I feel sure that if a handy steamer under the command of an experienced trader, were sent up the river in June or July, with a depôt ship anchored outside the bar of the Nun entrance, she could make a very profitable trade for four months in the upper part of the river.

I attach considerable importance to the depôt ship being outside the river; inside it is notoriously unhealthy, and the "Thomas Bazley" lost her master and mate, and I believe some of her crew, when she came down to discharge her cargo at the Company's factory at Akassa. If she had come out in the fresh sea breeze the experience gained by the "Investigator" leads me to suppose that her crew would have been re-invigorated, and that she would have sustained no loss. When a steamer has ascended the river about 90 miles there seems to be little or no risk from fever.

The least water obtained by the "Investigator" in October last, when the river had fallen a good deal, was two fathoms; a steamer, therefore, should draw less than this. Most people speak of 7 feet as a desirable draft, and say that the vessel should not be too long, as the river above Lukoja is very intricate. She ought to have a speed of 8 knots at least to make good way against the stream.

In consequence of the Consul for the Niger and Tchadda not having been able to reach his post last year it is desirable that the "Investigator" should ascend the river with him as soon as she can do so with perfect safety to her crew, that is about the middle or end of July. I propose to dispatch her about that time, and have the honour to request that their Lordships will move the Foreign Office to send out by the mail steamer, which will leave England on the 24th of May, such presents as they may think fit to send for distribution to the Chiefs on the river banks and to King Massaba.

I would also suggest that some economy would probably be effected if all the goods necessary for the "Investigator" to take up were sent up from England instead of being purchased at Lagos. The most popular articles are brass rods, cowries, muskets, powder, gaily striped cloths, and red beads; and for the larger Chiefs bright velvets, gaudy striped silks, inlaid arms, and such like.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 47.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Greyhound*," *at Sierra Leone, February* 12, 1867.

REFERRING to my letter of proceedings of the 23rd December last reporting that Commander C. A. P. V. Robinson, of Her Majesty's gun-vessel "Mullet," Senior Officer in the Bights Division, had under consideration, on the 19th November, 1866, the request of Mr. Lyons McLeod, Her Majesty's Consul for the Niger and Tchadda Rivers, to be conveyed in the "Investigator" up the former river as far as Onitsha, from which place he proposed to proceed to Lukoja in canoes, I have now the honour to forward extracts from Commander Robinson's letter of proceedings of

19th December, 1866, reporting the unsuccessful result of the attempt that was made to take Mr. McLeod to Onitsha in the "Investigator."

2. I regret to add that the health of the crew of that vessel suffered in this attempt, four of them being invalided, and the same number sent to Ascension Hospital when she returned to Lagos.

3. I have informed Commander Robinson that I do not consider it was advisable to have made an attempt to ascend the river so late in the year, more especially as the "Investigator" has so recently returned from her first successful expedition.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 47.

Commander Robinson to Commodore Hornby.

(Extract.) "*Mullet*," *December* 19, 1866.

ON the 22nd November I anchored in Lagos Roads. On the following day I crossed the bar in the "Investigator," and waited on Commander Glover, the Administrator, and having again consulted with him as to the probability of "Investigator" reaching Onitsha at this season, which his Excellency seemed to think she ought to do, and Mr. McLeod having given me the inclosed requisition, I considered it my duty to convey that gentleman as far as Onitsha, should the river not have fallen too low to allow "Investigator" to pass up and down again in safety.

At 5 P.M., on 24th November, I took the "Investigator" in tow, and proceeded under steam, with fore and aft sails, for the Nun entrance, where we anchored at 1 P.M. on 26th ultimo.

As there appeared to me to be certain risks attending an ascent of the river at so late a season, and that it was possible some accident might occur to prevent "Investigator's" return until next season, I decided on going up in her myself, in order to make any arrangements for the removal of the crew, &c., that might be requisite.

Having lent a second master, engineer, and four seamen from this vessel to assist in navigating the "Investigator," and withdrawn two boys from her, taking our cutter in tow, we proceeded in "Investigator" across the bar on the afternoon of the 26th (November), and anchored for the night off the factory of the West African Company where we took on board twelve tons of coal.

On the following morning (27th), at daylight, we weighed and proceeded up the river, passing through Lewis Creek and by Sunday Island, we arrived, at 1 P.M., at that part of the river (about six miles below Tuesday Island) in which Commander Glover seemed to think we should have most difficulty in finding a passage; but we carried 10 feet water over it. At sunset we anchored, about three or four miles below the towns of Opotoli, Kiamah, and Aloberi.

Weighing at daylight of 28th, we carried good water up to Truro Island; passing to the westward of the island, when off its north end, the water shoaled suddenly, and the "Investigator" grounded, but came off immediately with a back turn.

The river had fallen in this part fully twelve feet; the current was running at four knots per hour. We anchored, and Lieutenant Jones proceeded to sound for a passage; after an hour's sounding he returned unsuccessful. We then weighed, and steaming back to south end of the island, tried the passage to the eastward, but on approaching the north end of the island we found the water too shallow to let the vessel pass. Lieutenant Jones again tried sounding in a boat, close to the eastern bank of the river, but failing to find a passage for his vessel, we returned and recrossed the bar on the afternoon of the 29th November.

Inclosure 2 in No. 47.

Consul Mc Leod to Commander Robinson.

Sir, *Lagos, November* 23, 1866.

IT was fully my intention to have endeavoured to reach the confluence of the Rivers Niger and Chadda at this late period of the year, by overland route; but, by those to whom the country is well known, I am informed that at present it would be deemed almost an impossibility for any but natives to succeed in such enterprize; and that they would have to cut their way for days owing to the great length of the grasses at this season.

Enfeebled by continuous low fever, from which I have now suffered for more than three months, I am assured that I would not reach further than Shadan and would have to fall back upon Lagos.

In that case I would be exposed to its two sickly months of March and April, and, in consequence, might not be able to proceed up the Niger on the opening of the navigation in June next.

Commander Glover, R.N., Lieutenant-Governor of Lagos, who you are aware surveyed the Niger in 1857, 1858, and 1859, agrees with me in thinking that Her Majesty's ship "Investigator" would be safe in that river up to December 15th, and I therefore feel myself fully justified in making an earnest requisition to you on behalf of the Foreign Office, whose service is delayed by my absence from my post, to make an effort to land me at Lukoja or at any rate at Onitsha.

I have, &c.
(Signed) LYONS McLEOD.

No. 48.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Greyhound*," *Sierra Leone, February* 12, 1867.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty that, during the past year (1866) the transatlantic Slave Trade has been steadily declining, and, as an organized trade, may now be said to have ceased.

2. Throughout the Bight of Benin, and along the south coast, the parts from which slaves have been principally shipped during the last few years, the barracoons have either been sold to legal traders, or allowed to go to ruin; the signal-posts have gone to decay, and the look-out huts have fallen down. In the Bight of Benin the slave-dealers generally have taken to legal trade, or turned their attention to cultivation. On the south coast they have principally become brokers between the natives and the English, Dutch, and French firms.

3. Whilst the difficulties of landing slaves in Cuba are maintained, there seems to be little probability of the Slave Trade being re-established; but if that or any other country should be opened for the import of slaves, there is no doubt they would be supplied in as large numbers as ever, as the slave-dealers are still on the coast, and they and the Chiefs would only be too glad to see their exciting and lucrative trade restored.

4. During the past year casual attempts have been made to run a cargo here and there, and such attempts will doubtless be repeated; but they are on so small a scale, and occur at such irregular intervals, that they may easily succeed, in face of the small force that is now on the coast. As far as I can learn, they have been as follows:—

(1.) A small schooner, I believe, escaped from the neighbourhood of the Nunez River (North Coast) in February, but I have been unable to obtain any precise information with regard to her, and her escape is even denied at Sierra Leone.

(2.) Six hundred slaves were held in readiness for some weeks near Aghwey (Bights), to ship in the Portuguese barque "*Dahomey*," but the attempt was frustrated by Commander M. S. L. Peile, of Her Majesty's gun-vessel "Espoir," who seized that vessel in March, when three slaves that were on board claimed his protection. She was sent to Loanda for adjudication, but was released, although a full proportion of water-casks was found on board.

(3.) On the 11th of May a schooner got away from the Dembia River (North Coast), with 125 slaves.

(4.) On the 17th of September, Commander M. S. L. Peile, of the "Espoir," captured a brigantine, fully equipped, near Moanda. She had been off the coast nearly three weeks waiting, and her slaves, 550 in number, had been marched a considerable distance along the coast to escape observation.

(5.) A cargo was reported by Commander H. T. A. Trollope, of the "Snipe," to be in readiness to ship at Kinsao (South Coast) in October, but the blockade hitherto has been too close to enable the vessel to approach the coast.

These I believe to have been all the attempts that were made to send slaves to Cuba during the year 1866.

5. Slaves are still said to be imported to the Islands of St. Thomas and Princes, both in canoes, from points north of Cape Lopez, and also by trading vessels from Loanda. It is believed that the latter obtain passports to carry certain domestic slaves, or "libertos," but that these men are landed again at or near Loanda, and wild negroes are bought in the neighbourhood of the Camma and Fernan Vas Rivers, are likely to pass any of our cruizers they may fall in with, under the protection of the passports thus fraudulently used. Taking advantage of the present quiet time, I have ordered a vessel to be sent to cruize off those islands, to see if this traffic really exists, and if it can be effectively checked.

6. In the meantime, legal trade has increased immensely. Between Jellah Coffee and Lagos from twelve to fifteen vessels may now be seen nearly every day in the year shipping oil.

7. On the South Coast the traders speak of an increase of 20 per cent. in the oil trade, and new products are being constantly discovered and exported. Judging by appearances, trade there is very brisk. Since the capture of Manuel Vacca there has been no piracy in the Congo, but there was some fighting on the south bank of the river between the natives and Portuguese in November, and two factories, the one Portuguese, the other English, of which latter the factor chose to take part with the Portuguese in the fight, were destroyed.

This, it is said, will excite the natives, and may interfere with trade, but I believe the presence of a steam launch, which Commander M. S. L. Peile took as high as Embomma in the same month, will have a very sedative effect.

Commander Peile says he was surprised at the amount of trade he found at Embomma.

8. If the police of this fine river can be maintained for a few years, it seems likely to rival the Bonny in its productiveness. It would be a great gain if legal trade could be so firmly established in it as to eradicate the wish for the Slave Trade, as has been done in the delta of the Niger. The difficulty of doing so lies principally in the fact of there being numerous, but weak, tribes on the banks of the river, and that we have never been able to find a chief of sufficient power with whom it was worth while to make a Treaty for securing peace and good order in that river. These must be maintained by us, if at all, and I believe one steam-launch constantly moving about would do more than anything else to secure them.

9. Vessels carrying on legal trade having superseded slavers on the coast, the principal duties of cruizers, that is, chasing and examining the vessels they may sight, have lost all their excitement, and consequently the service on this station is more monotonous and trying than ever, their Lordships will not, therefore, be surprised that the losses by death and invaliding are large; they have been for the twelve months ended 30th September as follows:—

	Officers.	Seamen, Marines, and Boys.	Total.
Deaths	6	33	39
Invalided	27	106	133

Not including Her Majesty's gun-vessel "Landrail," from which the Returns have not been yet received.

If the vessels could be relieved at the end of eighteen months or two years, it would be a great boon to all employed in them.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 49.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Greyhound," at Sea, Lat.* 13° 24′ *N., Long.* 19° 8′ *W.*

WITH reference to your letter of the 10th September last, directing me to cause inquiries to be made, to ascertain, if possible, whether any slaving expeditions had recently left the coast of Africa, for Cuba, the Consul-General at the Havana, having been informed that several landings of African negroes had taken place on the island, although he had been unable to obtain any certain intelligence of the fact, I have the have the honour to request you will inform the Lords Commisioners of the Admiralty, that, although I have called for, and received, special reports on this subject from the Senior Officers of the different Divisions, I cannot ascertain that any slaves have escaped, excepting those reported in my Annual Report on the Slave Trade for 1866 contained in my letter of the 12th instant.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 50.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.) *"Bristol," at Sierra Leone, March* 16, 1867.

WITH reference to your letter of the 31st Deeember last, directing me to cause such inquiry as practicable, to be made into the attack reported to have been made on the station and store of the West African Company at Akassa, at the fort of the River Niger. I beg leave to inclose a correspondence on what appears to be the case alluded to in your above-mentioned letter which has taken place between Mr. C. Livingstone, Her Majesty's

Consul for the Bight of Biafra, and Mr. Lyons McLeod, Consul for the Niger and Tchadda rivers, and between the latter and the Senior Officers of the Bights Division.

2. Their Lordships are aware that Mr. McLeod should have proceeded up the Niger last year to his Consulate in that river, but, having arrived too late, he was left at Lagos.

Inclosure 1 in No. 50.

Consul Mc Leod to Commander Lowther.

Sir, *Jellah Coffee, February* 14, 1867.

ON your assuming command of the Bights Division, I have the honour herewith to forward to you copy of a correspondence, together with its inclosures, which has taken place between your predecessor, Commander C. A. P. V. Robinson, R.N., Her Majesty's gun-vessel "Mullet," and myself, relative to an outrage committed on Victoria factory, at the mouth of the River Nun.

Victoria factory is the property of the West Africa Company, Limited, the only British Mercantile Company as yet established in the Niger.

This Company has a trading station at Lukoja, situated at the confluence of the Rivers Niger and Chadda, and another station at Onitsha, at which place there is a large quantity of palm oil, &c., awaiting the opening of the navigation of the river in June to be forwarded to Europe.

Victoria factory is, you will perceive, the base of the operations of the Company in the Niger, and ought specially, as such, to be looked after. The outrage complained of took place on the 23rd October last; but, from want of reliable information, I was not in a position, as you will see by the correspondence, to act officially until the evening of the 4th current. On the next day I left Lagos for Jellah Coffee, and reached here on the 6th, since which date I have been awaiting the co-operation of the Senior Officer in the Bights.

I have, therefore, the honour to request that you will be pleased to furnish me with such a force as shall enable me, in conjunction with Mr. Consul Livingstone, in the River Brass, to obtain a pacific settlement of this affair.

I have, &c.
(Signed) J. LYONS McLEOD.

Inclosure 2 in No. 50.

Consul Mc Leod to Commander Robinson.

Sir, *Jellah Coffee, February* 7, 1867.

I HAVE the honour herewith to forward to you copy of a despatch with its inclosures received by me from Mr. Consul Livingstone, dated Fernando Po, January 29, 1867.

You will doubtless remark that this despatch is addressed to Her Britannic Majesty's Consul, Bight of Benin, an error in the address arising from Mr. Consul Livingstone being unaware that there is at present no British Consul for Benin, and also from his not having learned that the Queen has been graciously pleased to appoint me Her Majesty's Consul for the districts bordering on the Rivers Niger and Chadda.

I left Lagos on the 24th ultimo in the steamer "Thomas Bazley" to visit the Nun mouth of the River Niger, my principal object being to make myself acquainted with the particulars of the attack made on Victoria factory at that place in October last, which I had heard of at Lagos.

I returned to Lagos in the "Thomas Bazley" on the 4th current, and was awaiting a communication on the subject from Mr. Thomas Lewis, agent of the West Africa Company, Limited, when on the evening of that day I received Mr. Consul Livingstone's despatch already referred to, and I availed myself of the presence of the Royal African Mail steamer "Mandingo," at Lagos to convey me here, for the purpose of consulting with you as senior naval officer in the Bights as to what steps, in conjunction with Mr. Consul Livingstone at the Brass River, should be taken to prevent a repetition of an outrage which, if unnoticed, may paralize our trade at the River Nun, the base of our mercantile operations in the Rivers Niger and Chadda.

I learnt on my visit to the Nun in the "Thomas Bazley," from the King of Akassa, the missionary, Mr. Dewing, and the employés at Victoria factory, that five of the principal men engaged in the robbery of Victoria factory in October last are well known at the River Brass; that they have no connection with the King of the creek between the Nun and the Brass, and it appears were unauthorized by him to demand any dues from Victoria factory or the English ships trading in the Nun.

Mr. Turner, who was in charge of the factory at that time, his successor, Mr. Smith, and the interpreter at the factory are able to recognize the five men already referred to, and Mr. Thomas Lewis has informed me that his subordinates are at the service of Her Majesty's Government for the purpose of recognizing the offenders.

Mr. Consul Livingstone offers his co-operation, and in conjunction with that officer, I believe we may obtain possession of the offenders, and obtain redress.

The Right Honourable the Lord Stanley, M.P., Her Majesty's Secretary for Foreign Affairs, in his Lordship's despatch of July 23, 1866, enjoins me "to see that the traders are afforded efficient protection in their persons and properties engaged in their lawful pursuits."

The Queen's Commission, by which I am appointed Her Majesty's Consul for the districts bordering on the Rivers Niger and Chadda, gives me "authority by all lawful means to aid and protect our merchants and others our subjects, who may trade with, or visit, or reside in the said districts;" and I am of opinion that the outrage on Victoria factory in the River Nun on the 23rd October, 1866, cannot be overlooked.

I have, therefore, the honour to request that, in conjunction with Mr. Consul Livingstone in the River Brass and myself in the River Nun, you will co-operate in obtaining that redress to which the proprietors of Victoria factory, in the River Nun, are entitled.

I have, &c.
(Signed) J. LYONS McLEOD.

Inclosure 3 in No. 50.

Consul Livingstone to Consul Mc Leod.

Sir, *Fernando Po, January* 29, 1867.

THE inclosed letter from Victoria factory, River Nun, was received on the 25th instant.

I have written Mr. Turner that he is in your Consular district, and that I have never heard of a Prince of Brass named Babagra, and suspect he is a Bassa Prince, living near the Nun; but should he prove to be a River Brass man, I would gladly co-operate with you in demanding such satisfaction as might be deemed necessary after hearing both sides.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 4 in No. 50.

Mr. Turner to Consul Livingstone.

Sir, *Victoria Factory, River Nun, October* 24, 1866.

I HAVE the honour to write, for the information of your Excellency, that yesterday a Prince of Brass, Babagra by name, came to this factory under the pretence of trade. After having remained in the house five days, during which time I treated him with all becoming propriety, and paid him a fair price for the palm oil which he brought to sell, he afterwards came and demanded a quantity a cotton cloth (such as is traded generally on the coast) from me; this I refused, as if I had satisfied his demand I should have shipped my oil at a loss. When he saw I refused him, he immediately made a signal to his men (about 150 of the worst class of savages that I ever saw on the coast), who immediately were in arms, and rushing up to the factory, took forcible possession of it and ejected me. I happening to have two small vessels in the river to my consignment, the captains of which seeing me seized, immediately came on shore to my assistance. Upon their landing they were immediately made prisoners, as was also Mr. Smith, my clerk; they, together with myself, were kept close prisoners for twenty-four hours, without any food whatever, and under a burning sun by day and a heavy dew by night, in the meantime being subjected to all kinds of insults; one of the captains (Russell) especially so, when attempting to return to his ship in his boat, he received two blows with a cutlass, and was otherwise ill-used.

I have further to report that they took forcible possession of the keys of the warehouse from my second (Mr. Smith); issued out rum, gin, &c., to their men. They then piled up in front ten half barrels which contained 500 lbs. of gunpowder, a man being kept in readiness with a brand to fire it in case we made any stir for our defence. This we all saw done, as well as the issuing out of the spirits which served to infuriate the men the more; and I am confident that had they received the order to fire, it would have been but too promptly obeyed, to the sacrifice of our lives and property.

On examining further this morning, I find that sundry parts of an iron house laying here are missing, likewise some anchors, cloths, and chains, which they have also taken.

I have, of course, given up all possession of the premises, as I could not, in justice to my Company continue in charge after the station had been thus plundered, well knowing that Her Majesty's Government will not allow a subject of Her Majesty's to be thus treated by savages.

I may further add that I reckon it to be a loss of 20*l.* for time lost in discharging the two ships, all work being stopped. Captain Smith this morning has fever, owing to exposure. Both captains desire me to put in a claim in their names for damages. There is also a ship's long boat rendered useless owing to laying and bumping with a heavy cargo in her all day on the beach in the surf, we not being allowed to touch her.

I may mention, in conclusion, that during their stay here, there was no single provocation given for this cowardly and savage treatment; and I trust that your Excellency will see fit to communicate this to the right quarter for redress; as, if these practices are allowed to be continued, no trader on the coast will be safe in the meantime.

I have, &c.
(Signed) W. D. TURNER.

Inclosure 5 in No. 50.

Affidavit of Francis Smith and others.

WE, the Undersigned persons, do hereby make oath as follows:—

1. That we witnessed the treatment of Mr. Turner (who is in charge of the West Africa Company's Nun station), and that we were present during the whole time, and further declare that the statements contained in Mr. Turner's letter to his Excellency are quite true, they all having taken place in our presence. And further, that we can but express our disgust at seeing Her Majesty's subjects thus treated.

2. That from our personal knowledge of Mr. Turner, we are certain that he is not a man calculated to do the natives any wrong; but, on the contrary, think him a man of uncommon prudence and patience in his dealings with them.

3. That we are ready to confirm these our oaths before any Justice of the Peace, if required.

(Signed) FRANCIS SMITH, *Master of brig "Arrow."*
GORDON WILKINSTON, *Mate of brig "Arrow."*
A. RUSSELL, *Master of "Manchester."*
JNO. BISSON, *Mate of "Manchester."*
F. H. SMITH, *Clerk.*
MOSES JOSEPH, *Carpenter.*

To all to whom these presents shall come, I, Charles Foresythe, Notary Public, duly authorized, admitted, and sworn, residing in Lagos, in the Bight of Benin, on the West Coast of Africa, do hereby certify that the

foregoing instrument is a true copy of the original, and further certify that I am acquainted with the several persons who have signed the original, and can vouch that the signatures in the original are the handwritings of the several persons.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, at Lagos, this 5th day of February, in the year of our Lord, 1867.

(Signed) CHARLES FORESYTHE, *Notary Public.*

No. 51.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," at Sierra Leone, March* 14, 1867.

REFERRING to your letter of the 18th February, 1867, directing me to inquire into the circumstances connected with the destruction of the factory of Messrs. Hatton and Cookson, in the Congo river, in November last, and to report on the possibility of exacting reparation from the natives should it be desirable, I have the honour to inform you that, although I believe the account I at first forwarded will prove correct, and that Messrs. Hatton and Cookson's agent drew their loss on the firm, the information I have collected leads me to believe that there is a period of ten days or a fortnight towards the end of June, during which alone the natives are open to damage, viz., by the burning of their crops.

2. This opinion is derived from Captain W. F. Ruxton, and W. J. Hunt Grubbe, and Commander J. E. Erskine, who were, I believe, employed in the last operations in the Congo in 1865. They, as well as Captain T. Martin, are at home, and from them their Lordships would be able to form an opinion whether it is practicable to land 200 men with one or more field pieces so as to take King Antonio's Town (Captain Grubbe and Ruxton have both been there) for, if my information be correct, their Lordships might prefer to take action this year rather than the next.

3. Orders sent by the mail of April 24th will reach me at the Congo early in June.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 52.

Captain Ruxton to the Secretary to the Admiralty.

(Extract.) *Haslar Hospital, April* 23, 1867.

IN answer to your letter received this day relative to the feasibility of hostile operations against the natives of the Rio Congo, I beg to inform you that in my opinion the difficulty of "inflicting sensible damage" on these semi-pirates is very great. Their villages are built of matting solely; their goods and chattels almost nil; their wants are few and their property in proportion; their wealth consists of women, slaves, and canoes.

The villages are situated up the narrow creeks which intersect the islands that form the delta of the Congo.

Thick jungle and mangrove trees 50 to 60 feet high, form a belt from 50 to 100 yards deep round the islands, through which here and there a narrow path leads down to landing place for canoes, seldom more than fifteen feet wide, on either side of which mangrove roots and slimy mud form an almost impenetrable barrier.

Once inside the belt of mangroves the islands are flat, with small villages, seldom more than forty huts, but, except at the end of the dry season, the grass and bush is so high that it is impossible to see the enemy five yards distance.

Through most of the islands narrow creeks, ditches dry at low water, run, in these, and generally close to the villages, are hidden the canoes, some really valuable.

Should operations be determined on, I would recommend the months of July or August as the period in which the greatest damage would be inflicted with the least loss to ourselves. At that period of the year the weather is comparatively cool and healthy. Jungle and grass so withered as to afford a minimum amount of cover to the natives and easily set on fire, when it burns with great force and rapidity. The villages are more easily destroyed, and, above all, the small crops they raise have then reached maturity.

The natives are all armed; their muskets with indifferent powder and slugs, range

some fifty to sixty yards, but nevertheless, in narrow creeks, are destructive to the crews of boats who cannot see their enemies. It will be found, I think, that little or no resistance will be offered to landing or march of column, but when they begin to draw off to the boats a dropping fire will commence, and I should not be surprised to hear that an attack on the boat-guard was attempted during the absence of the column.

The natives having once delivered their fire, if the ground is at all clear, may be safely run in on, as it takes them three minutes to load. But the tribe of Missolongis are not cowards and as, in such warfare, the loss of many white men is a disgrace to their officers, the greatest care and vigilance is required, especially in withdrawing and re-embarking the men.

During the time the men are on active duty extra rations, especially tea or cocoa, should be supplied and, if possible, two hours rest, from 12 till 2, during the greatest heat. Trusting these remarks may prove of some use,

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No. 53.

Captain Grubbe to the Secretary to the Admiralty.

Sir, *Wans, near Chippenham, April* 25, 1867.

WITH reference to the desire of their Lordships that I should state my opinion as to the best method of attacking the native villages in the River Congo, and at what time of the year it would be best to do so.

I have the honour to reply as follows:—

1. That the months of June and July are best suited for operations. The weather is comparatively cool at that time and the river consequently more healthy.

The crops of Indian corn and mandive, on which the natives principally subsist, are about two-thirds grown in the month of July, and the destruction of these crops would sensibly annoy them.

2. The best method of attacking the villages would be from the land side and not from the boats.

A body of about 150 seamen and marines with their rifles, accompanied by 50 kroomen with rocket apparata, spare ammunition and tents, would be sufficient. Rockets are what the natives dread most, and they serve to burn their bamboo villages, without exposing the men to ambush. The 3-pounders are the best for this purpose.

The kroomen should be armed with old cutlasses to cut down the crops on the march. On no account ought boats to penetrate into the narrow creeks to attack the villages from the river. This is a most dangerous proceeding and might involve the loss of every man of an expedition.

The mangrove bushes are so thick that were they manned by six resolute men, any force in boats would be defeated; and the creeks are so narrow close to the main that oars cannot be used. The natives are only a respectable enemy in places of this sort, as they possess no arms but trade guns, which they generally load with slugs. The country on the south side of the Congo, is pretty open, and all operations against the native villages to be successful should, in my opinion, be confined to the land altogether.

As regards the particular case of Messrs. Hatton and Cookson's Factory. The landing should be effected at the head of a wide creek, known as John Thomas creek, and guides should be procured by Senhor Correa, a Portuguese well known to Her Majesty's cruizers for his hospitality, and whose Factory was destroyed at the same time.

I have, &c.
(Signed) H. GRUBBE.

No. 54.

Commander Erskine to the Secretary to the Admiralty.

My Lord, 22, *Duke Street, St. James's, April* 27, 1867.

IN reply to your letter of the 20th instant, acquainting me that a question has arisen as to the propriety and feasibility of hostile operations against the natives of the River Congo, and desiring me to state my opinion of what nature the operations should be, as well as to offer any observations which my experience of the natives of that river lead me to think might be usefully known to my Lords, I have the honour to offer the following remarks:—

The native tribes that inhabit the numerous Settlements at the mouth of the River Congo are known by the name of the "Mosorangas," or pirates of the river, and have been, ever since legal trade has been established, a constant source of dread and annoyance to the traders; indeed, such is the apprehension that is felt, that none of the traders' launches or small vessels pass up or down the river between the mouth and Punta da Lenha, a Settlement about twenty miles up, without either an escort from a man-of-war, or without being thoroughly prepared to resist an attack.

The last serious act of piracy committed by them occurred about three years ago, when the English schooner "Sverige" was plundered, and on which occasion Mr. McCulloch, the agent for Messrs. Hatton and Cookson, was taken prisoner, and not released until a considerable ransom had been paid for his freedom. In consequence of this proceeding, Commodore Wilmot (with a view of giving the natives a severe lesson, and in hopes that such acts of piracy might be prevented for the future) sent an expedition, under the command of Captain Martin, of the "Archer," up the river, on which occasion I had the honour of acting as a volunteer, not having then joined my ship. A short résumé of the proceedings, although probably well known to my Lords, might not be altogether out of place.

The force consisted of landing-parties from "Rattlesnake," "Archer," "Pandora," "Jaseur," and "Pioneer," which latter vessel, being of light draft, was admirably adapted for this service, and enabled us to penetrate, to the astonishment of the natives, the numerous creeks which form a labyrinth on either bank of the river.

The plan of the operations was as follows:—The ships remained at anchor in the river, while the boats, in tow of the "Pioneer," proceeded to search the creeks in order to discover these villages. The natives, immediately on our approach, fled into the interior, taking most of their belongings with them, as a precautionary measure. A few rockets were discharged into the bush, and a party landed; skirmishes were then thrown out round the village which was burnt. In this manner about twenty-five villages were destroyed. At some places the natives made some show of resistance, causing a loss to the force of one man killed and about ten wounded; but I have no hesitation in saying that had a mere handful of natives had sufficient courage to resist us, they might easily (from the density and nature of the mangrove swamps which line the narrow creeks we penetrated, in some of which there was not even room for the oars, and to ascend which the boats had to be hauled up by the overhanging branches) have completely annihilated the party without even being seen by us.

At the expiration of a week the expedition returned, and, with the exceptions of the towns which were destroyed, little loss was inflicted on the natives; in fact, a few months only elapsed before they were re-established in these towns, profiting, however, by the lesson they had received, and removing to a more respectful distance from the beach.

Under these circumstances Mr. McCulloch, although greatly dissuaded by the Dutch, who are the principal traders in the river, determined to settle at St. Antonio, on the left bank of the river, in an isolated position, in the very centre of the hornets' nest, and where for a few short months everything appeared to prosper.

Soon after the result of the expedition was known, the Lords Commissioners of the Admiralty, exercising a most wise discretion, while expressing their approval of the proceedings, desired the Commodore commanding to inform the Commanders of the cruizers serving under him, that it was not the intention of the Home Government to enter into warfare with native tribes out of the established British Settlements in West Africa; and that they were to make it their duty to inform the merchants and traders that when they settled in remote and dangerous localities for the purpose of trade, they must do so at their own risk.

No one is more alive than myself to the fact that one of the principal duties of a Commander of a ship of war is to protect the commerce of Great Britain; and I invariably found that the presence of a man-of-war had the most wholesome effect in settling the constantly recurring disputes between the traders and natives. But I am decidedly of opinion that the men who, well knowing the policy of the Home Government, choose to settle in such places without taking the ordinary precautions of occupying a defensible position, should do so at their own risk, and should not be allowed to fall back on the navy (who, especially on that station, are supposed at least to have more important duties to perform, viz., the prevention of the Traffic in Slaves) to settle their petty squabbles, or to fight their battles in the unequal contest of bush warfare. With regard, therefore, to the propriety and feasibility of engaging in hostile operations against these piratical tribes, my experience leads me to the conclusion that such a proceeding should be avoided for the following reasons:—

I do not believe it to be possible to inflict such injury on these people as will have the desired effect, from the utter impracticability of getting at them, owing to the density of the mangrove swamps and intricacies of the numerous creeks, by which they would escape.

The success of the former expedition was owing to the ignorance of our force, and the almost supernatural dread the natives have for everything connected with an English man-of-war. This has considerably worn off by the intercourse with the natives, who are constantly on board the ships at anchor in the Congo, and I am convinced that the disastrous circumstances in connection with the destruction of Messrs. Hatton and Cookson's factory, and the repulse of the Portuguese in November last, will do much to damage that prestige, which has been the principal cause of the power of the white over the black races.

Partial successes, without any adequate results, are likewise most damaging to our prestige, and in no way recompense us for the risk attending such operations. No better proof of this can be offered than by the fact that scarcely two years have elapsed since the last expedition before we are again called upon to repeat the operation. Any hostile operations, then, to be successful, must be of a permanent nature, and unless the Home Government are prepared to enter into a war of extermination, I see no end to be gained by these constant collisions with the natives.

In conclusion, therefore, I beg, with the greatest diffidence to record my humble protest against the propriety and feasibility of engaging in hostile operations against the natives of the River Congo, and to express my opinion that such proceedings, while involving us in most considerable risk of total failure and defeat, would in no way, even if partially successful, advance the interests of Great Britain in those regions.

I have, &c.

(Signed) JAMES E. ERSKINE.

No. 55.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," off Appi, April* 10, 1867.

I HAVE the honour to inclose copy of a letter from Commander Mountford S. L. Peile, of Her Majesty's gun-vessel "Espoir," Senior Officer of the South Division, dated 21st ultimo, forwarding a Report (with inclosures) from Lieutenant John Bruce, commanding Her Majesty's steam-vessel "Antelope," of his having been wantonly attacked and fired on by the natives of Mangue Grande on the 23rd February last, and of the steps that he considered it necessary to take in consequence.

2. Although it is contrary to the station orders for Commanders of cruizers to land their men without permission from the senior officer of their division, I think that in this case Lieutenant Bruce was justified in acting immediately, and that his proceedings will have the happiest effect.

3. The natives in that neighbourhood have been much elated by their success in November last against the Portuguese schooner "Napier;" and it is well that they should feel that each of our cruizers, however small, has power to maintain her own cause without further assistance.

4. It is fortunate that Lieutenant Bruce took the precaution to save some of the blue and white flags, as it would appear that they were hoisted so as to be mistaken for Portuguese ensigns, that it might be said our people had destroyed Portuguese property.

5. Mangue Grande is a notorious slaving station, where, of course, our boats are not welcome to either Portuguese or natives.

I have, &c.

(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 55.

Commander Peile to Commodore Hornby.

Sir, *"Espoir," at Ambrizette, March* 21, 1867.

I HAVE the honour to forward a Report from Lieutenant and Commander John Bruce of the "Antelope," relative to his having destroyed some villages at Mangue Grande in consequence of the natives of that place having robbed his boat when capsized in the surf on the 23rd of last month.

2. I received this despatch at Kabenda and immediately went to Ambrizette to communicate with Lieutenant and Commander Bruce, from whom I received the information that the Governor-General of Loanda had written to Mr. Vredenburg, Her Majesty's Consul, and had dispatched the Portuguese war schooner "Conde de Penha Firme" to gain the particulars of the affair from Lieutenant and Commander Bruce, and that M. Vredenburg had considered it necessary also to proceed to Mangue Grande to communicate with "Antelope."

3. I, therefore, deemed it advisable to go to Loanda, where, on my arrival, I called on Her Majesty's Consul and learnt the following particulars:—

4. That the traders at Mangue Grande had come to Loanda and had made to the Governor-General a Report of the "Antelope's" proceedings widely different from that contained in Lieutenant and Commander Bruce's letter and those of his officers.

5. That the Governor-General had written to Mr. Vredenburg requesting information on the subject which was the cause of the latter's visit to Mangue Grande. Mr. Vredenburg was in the act of replying to his Excellency's communication when he received a second despatch protesting against the proceedings of the "Antelope," with a view of laying claims for indemnification for the losses sustained by the various traders, pointing out to him that as the property destroyed was on Portuguese territory (which he stated extended as far as 5° 12′ S.), the Portuguese Government were, by the Law of Nations, responsible. He concluded his letter by informing Mr. Vredenburg that in the name of His Most Faithful Majesty and the Government of all civilized nations, he held him, as British Consul, responsible for what had occurred.

Mr. Vredenburg replied that as the question of territory had been the matter of discussion between the Governments of Great Britain and Portugal, it would not be proper or decorous for him to resume the subject, but that he would place it in the hands of the Foreign Office. That as to holding him responsible he begged to remind his Excellency that his commission as Consul was for Loanda and the Angola possessions which, he must be well aware, ended at Ambriz.

6. Mr. Vredenburg has received a letter of protest from the French Consul and from the firm of J. J. Monteiro and Co., and I am informed that the American Consul is about to forward me a copy of the protest from J. J. Monteiro and Co., is inclosed. Mr. Vredenburg has accepted the letters for transmission to the Foreign Office but will not recognize them as protests.

7. I inclose statements of the officers of the "Antelope" who were on shore with Lieutenant and Commander Bruce, as well as a document he received from the traders at Cabeça de Cobra, together with a letter written by the Commander of the "Conde de Penha Firme" to Lieutenant and Commander Bruce, and his reply thereto.

8. I forward copy of a Memorandum I have addressed to Lieutenant and Commander Bruce, disproving of his having landed an armed force at Mangue Grande without having communicated with me.

I have, &c.
(Signed) M. S. L. PEILE.

Inclosure 2 in No. 55.

Lieutenant-Commander Bruce to Commander Peile.

"*Antelope*," *at Anchor, Lat.* 6° 25′ *S., Long.* 12° 22′ *E.*,
Sir, *March* 3, 1867.

I HAVE the honour to inform you, that on the afternoon of the 23rd ultimo, I went on shore in the whaler at Mangue Grande, accompanied by Mr. Elwes, Sub-Lieutenant, and Mr. Finch, Engineer, with a boat's crew of one A.B., and six kroomen, having heard that there were a number of slaves collected with a view to shipment; and being under orders to keep a strict surveillance especially on this place, I thought perhaps some information might be obtained, and at the same time with the object of procuring some fresh provisions.

1. After landing, we visited the nearest Portuguese factory, having left the coxswain in charge of the boat, and sent the kroomen to cut broom stuff, we met at the entrance of the factory two Portuguese men, who appeared not to appreciate our visit; the doors were locked, and were not opened for some time; we were reluctantly asked to come in; our stay was very short. During which time one of them passed a remark to me that he wondered we had ventured to land in such a small boat, and with so few men. I replied, that I had no fear, as we only landed to procure provisions. His remark made me keep a sharp look-out, especially as I observed a great deal of gesticulation going on among the native Chiefs then at the house. We then proceeded through the village, with a view to buy stock; neither of them offered either to accompany us or to buy for us, remarking, that they thought there was nothing to be obtained.

2. The natives appeared to be increasing in numbers around us and the boat every minute.

3. Having managed to purchase some live stock, and as sunset was approaching, we proceeded down to the boat, when the Portuguese again met us; they appeared to have some palaver with the chief native, and then they went away. On my arrival at the boat, Robert Matthews, the coxswain (A.B.), told me a native had stolen a bottle out of the boat, and on accusing him of it, the natives had brandished their knives, but offered no violence. I asked the head Chief to help us to launch the boat, but neither he nor his men would assist us; we then, with difficulty, launched her ourselves; but not being able to give her sufficient velocity on meeting the surf, she was swamped and capsized. At every sea the boat took in, the natives shouted and clapped their hands, throwing sand in the air. The natives then ran into the water and seized everything they could lay their hands on, making away to leeward.

On my getting on shore I told the Chief, who talked a little English, that if he would haul the boat up a would pay him well, to which he seemed to acquiesce. I then pointed out to him four men running away with a quarter case and two rifles, about 400 yards distant; he told me that if any native stole the gear I might shoot him, (this I hear is the general law on some parts of the coast; but I believe he thought we had no arms, the only two rifles we had had being in their possession. The Chief ran after them with myself, whereupon I fired with my pocket [pistol?] sharp at the two men with the quarter case, who dropped it; we then chased the other two. The Chief came up with me, having a rifle, and after, what I believe, a sham fight, he took possession of it, and fired at the man running away with the other rifle; but as he was only about ten yards from him, I should think into the air, as the man still continued his course. I was close behind at the time, otherwise I do not think the Chief would have given me the rifle as he did.

4. We then returned to the boat where the kroomen and some natives were hauling her up. I believe had I not had a pocket pistol no gear would have been saved, as I only recovered three oars, a quarter case, and one rifle, which I sent by the kroomen to Mr. Elwes to take charge of; none of the purchased stock was recovered. When

the boat was, as I considered high enough up for launching, I told the Chief that would do, which he did not appear to like. I then took out a handful of silver, giving it to the Chief to distribute to the natives who had hauled the boat up. Shortly afterwards, as darkness was setting in, the Chief and natives again got hold of the boat, appearing as if they wanted to carry it still higher up; and on my telling them to desist, they made off to the right, where there must have been some 1,000 or 2,000 natives assembled, who thereupon commenced firing upon us at a distance of about 20 to 50 yards. I then heard Mr. Elwes call, who was about 200 yards from me with the stores saved. I ran towards, and found bim to be wounded in the thigh with a musket shot. I ordered the kroomen to carry him to the boat, but Mr. Elwes said he could manage to reach her himself, and it would be advisable to bring the oars down and shove off, as the natives were increasing in numbers, and the fire getting hotter.

5. The coxswain, John Peter (krooman), and myself then ran for the stores, having to cross the front of the fire of the natives within a few yards to accomplish this object; we managed to launch the boat and get safely through the surf, nearly being swamped, having only three oars, the natives keeping up a fire at us, and arrived on board at 9·45 P.M.

6. On the 24th, having hoisted out the paddle-box boats, weighed and anchored in four and a-half fathoms, and manning and arming all boats, as per margin,* proceeded in for the village of Mangue Grande, taking up a position to command the whole place—first paddle-box boat to the right, second to the left, and cutter with rockets as requisite, the two whalers being kept in readiness to land the small-arm men and marines.

7. The natives who were in numbers on shore opened fire as the boats pulled up.

8. In front of the two factories the Portuguese flag was hoisted, and blue and white perpendicular flags (no nation) were displayed before two other houses.

9. Positive orders were given by me before fire was opened that these flags were to be respected, and on no account were they to be fired at or anywhere near.

10. Fire was then opened simultaneously on the left hand, centre, and right hand villages, which was returned for a short time, the natives retiring into the bush; after about an hour we ceased firing and had breakfast, during which the natives recommenced; my attention at the same time was directed to a fire being opened from a house to the right, before which a blue and white flag was hoisted, which was soon silenced by a rocket and a few rifles.

11. The small-arm men and marines were then landed, orders having been left with the seamen-gunners n the boats to cover the landing by firing right and left into the bush, to keep the natives clear; we then worked from the left to the centre, burning four villages, in the last a house with a flag (already described) displayed fired on us, so it was burnt with the remainder.

12. I left the right hand villages (three in number) which were in rear of the Portuguese factories, thereby giving the natives a motive to respect them, as I thought if burnt they might retaliate on the Portuguese.

13. On reaching the beach on the right, I burnt the house which had opened fire on us when at breakfast, and on passing the Portuguese factories the Portuguese came out. I told them I had no intention of injuring them, but I thought they might have assisted in launching the boat the previous evening, and subsequently when the British flag was fired on. We then returned to the boats and proceeded on board. On leaving, a great number of natives were seen coming over the hill.

14. On the afternoon of the 25th, thinking it advisable to see whether the Portuguese factories had suffered in any way, and to offer them protection if needed, I took the cutter and whalers with small-arm men and marines on shore. To all appearance everything remained as yesterday, the natives making away over the hill to the right; but on landing, the fronts of the factories were found merely left, the rear being thrown down and everything cleared out, the well filled up, but no sign whatever of the Portuguese. Upon this I burnt the remaining villages; the natives being in great numbers in the distance. We then returned to the boats, and as night set in a heavy fire was opened on us, which a rocket soon silenced.

15. The factories were left unmolested by us.

16. Thinking it advisable to ascertain, if possible, what had become of the Portuguese, and also whether the natives had evinced any hostile feelings towards the other European factories in the vicinity, I weighed on the 26th, and anchored off a place (name unknown), by chart in latitude 6° 36′ south, longitude 12° 30′ east, proceeding on shore with small-arm men, marines, rocket party, and paddle-box boats, marching about five miles inland towards several large villages thinking a factory might be found, finding none, and returned on board.

17. In this service the utmost discretion was used, nothing being touched belonging to the natives.

18. On the 27th, weighed, and anchored off Margate Head (Cabeça de Cobra, native name); proceeding on shore, as yesterday, I visited a Portuguese factory, where I learnt that the Portuguese men from Mangue Grande were safe at Ambrizette, or some name like that, and that the natives had shown no hostility towards them, but at the same time they wished me to tell the natives who were assembled that I should visit Margate Head again (a copy of a paper given to me by them is inclosed). Ascertaining from them that there was a factory belonging to the African Merchant Company about ten miles distant, in the vicinity of Cape Deceit (native name Tambie), I proceeded thither, and communicated with Mr. Adams; the natives were found to be very friendly. One of our boats being capsized in the surf (there being a double bar), the natives saved all our gear, and brought down their fetish to say that they had friendly feelings towards white men.

19. I learnt from Mr. Adams that it is rumoured that Mangue Grande is a suspicious place, and that they do not at all like white men's boats landing there. I also heard this from the Portuguese factory at Cabeça de Cobra.

20. In all the villages destroyed at Mangue Grande large slave-barracoons were found and a number of chains and irons.

21. I should beg to bring before the favourable notice of the Commodore, Commander-in-chief, the conduct of Mr. Elwes, Sub-Lieutenant, who, although severely wounded in the thigh, did not desist from assisting in launching the boat and getting through the surf, with the natives firing the whole time.

22. I would beg also to bring the conduct of the officers, named in the margin,† forward who assisted me in the operations herein detailed in a most zealous manner, leading the men forward who had never before been under fire.

I have, &c.
(Signed) JOHN BRUCE.

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* 2 paddle-box boats, 1 cutter, 2 whalers.

† Mr. W. H. Stevens, Second Master; Mr. H. Johnston, Master's Assistant; Mr. Treven, Gunner.

Inclosure 3 in No. 55.

Messrs. Monteiro and Co. to Consul Vredenburg.

Dear Sir, *Loanda, March* 20, 1867.

BY the recent occurrence at Mangue Grande we have been losers to a considerable amount in property as well as in injury to our trade, that after some time, expense, and trouble, we were commencing to largely develop at that place.

We do not now wish to comment on the case before knowing the result of the inquiry, which we suppose will take place, or to enter into the charges that our agent at Mangue Grande makes against the Commander of Her Majesty's ship "Antelope," but we claim compensation on the ground that it was entirely due to the precipitate and unaccountable haste of the Commander of Her Majesty's ship "Antelope" in having first drawn blood in a dispute with unarmed natives, in having attacked the native town without any previous intimation whatever to the white men, so that they might remove themselves and property to a place of safety, and in burning two of the barracoons and abandoning two others to be destroyed and pillaged by the natives, the owners barely escaping with their lives under cover of the night, without affording or offering them any assistance whatever.

We are convinced that, had the Commander of the "Antelope" first communicated with Captain Peile, the senior officer, or even had had a palaver with the natives, the affair would have been amicably settled, or at all events we should not now have to complain of loss of property, nor us traders in general be now exposed to greater danger from the exasperated natives on that part of the coast, where we are expressly told we must not expect any of Her Majesty's ships to take our part or interfere in any row that we may have with, or outrage we may suffer from, the blacks.

We have, &c.
(Signed) J. J. MONTEIRO AND Co.

Inclosure 4 in No. 55.

Mr. Finch to Lieutenant-Commander Bruce.

Sir, *"Antelope," at Cabeça de Cobra, February* 28, 1867.

I HAVE the honour to lay before you a statement of what took place during my visit on shore, for the purpose of buying stock for the mess, on Saturday, February 23rd, 1867.

At about 1·45 P.M. Lieutenant Commander Bruce, Sub-Lieutenant Elwes, and myself, together with a boat's crew of seven men, left the ship, and in due time reached the shore safely; when the boat was hauled upon the beach and money and orders given to the coxswain to get the natives to bring down to the boat live stock and to buy it from them at a fair price: several of the natives who had come down promised to get some and to bring it to the boat. Lieutenant Commander Bruce, Sub-Lieutenant Elwes and myself then went to the Portuguese factory where we were met by a Portuguese who could neither speak English nor French, so Lieutenant Bruce spoke to him in Spanish; after some little delay we were asked in to sit down, but it was evident from his whole manner that we were unwelcome visitors. We very shortly took our leave, and proceeded through several villages trying to buy stock, in which we were only partly successful as, although there were plenty there, they either would not sell or were too indolent to catch them; but, what we did buy, a fair price was given for and a satisfactory understanding arrived at between both parties. We then returned to the boat and found that no stock had been taken there, but a bottle had been stolen from the boat, and when the coxswain accused the man of taking it, several of them drew their knives, but attempted nothing further. We then prepared to push off and got the boat launched, but the surf being very heavy we could not get through it, and the boat was unfortunately swamped; but, during which time, at every sea that struck us, the natives, who had congregated together in a great number, cheered, clapped their hands, and laughed at our position. When, therefore, the boat was capsized they came into the water, catching hold of whatever seemed to them most valuable and making off with them. We succeeded in getting on shore safely and collected some of the boat's stores together, when Lieutenant Bruce offered money to some of the natives to assist in getting the boat on shore and righted, she having drifted some 200 yards to leeward. Mr. Elwes was then left in charge of the boat's stores and I went to assist Lieutenant Bruce with the boat; soon after I arrived there Lieutenant Bruce saw a man making off with a rifle and his boat cloak, when he ran after him and fired his pocket pistol at him, when he dropped the things and made off to the bush; had Lieutenant Bruce not done so I believe that all the stores would have been stolen "thereby preventing our escape," and when it became dark that we should have been shot and robbed of everything we possessed. When Lieutenant Bruce returned with the rifle he gave it into my charge, and almost immediately afterwards I saw a flash and heard the report of a musket fired from the bush towards Mr. Elwes; but seeing no harm done, I was about to turn away when I saw another fired and immediately afterwards Mr. Elwes put his hand to his leg. I then turned to Lieutenant Bruce and said, "I believe, Sir, Mr. Elwes is shot." When we went towards him, he coming limping towards us at the same time, when he informed us that there were a number of men armed in the bush opposite where he had been, and that they had shot him in the leg; they continued to fire at us and it was deemed advisable, as our only chance, to attempt to get through the surf; but Lieutenant Bruce and one of the men had to run through the fire to where Mr. Elwes had been to get some oars, they succeeded in getting three, being obliged to leave everything else on account of the heavy fire: when they returned we launched the boat and succeeded in getting through the surf, the natives keeping up a heavy fire while we remained within range, a shot striking the quarter of the boat while shipping the rudder; we at last got out of range and finally reached the ship, about 9 P.M.

I have, &c.
(Signed) JOHN JACKSON FINCH, *Engineer.*

Inclosure 5 in No. 55.

Sub-Lieutenant Elwes to Lieutenant-Commander Bruce.

Sir, *Mangue Grande, February* 24, 1867.

IN compliance with your order I have the honour to make the following statement:—"Having left the ship on Saturday, 23rd February, 1867, about 1·45 P.M., in company with yourself, Mr. Finch, and a boat's crew consisting of six kroomen and an A.B. for coxswain, we landed safely; and leaving the boat in charge of the coxswain, with money and orders to purchase stock, proceeded to the nearest factory; no flags were exhibited, and were asked in by the owner. Leaving it shortly, we visited another, and taking two kroomen with us, walked through three or four villages in search of stock, being only partially successful. Returning towards sunset to the boat, some few of the natives following us, we launched the whale-boat, though with some difficulty, as the natives refused to help us. After shipping two or three seas, we were finally swamped. Getting on shore as best we could, the kroomen having landed some of the gear, proceeded to bring the boat to shore, not however without the assistance of some of the natives, whom Captain Bruce paid. About this time I observed upwards of 1,000 natives assembled abreast of where I was; and I saw them fire two shots at me, and shortly afterwards heard firing in the direction of Captain Bruce, at the same time being shot in the leg. I then went, as well as I could, towards the boat, about 200 yards off. Captain Bruce, the coxswain, and a krooman, then returned to where I had been, and fetched three oars, which were all they were able to secure, as the natives were keeping up a continuous fire, and were evidently still further reinforced. We succeeded in launching the boat, and pulled out, the firing being kept up until we were out of range. We reached the ship about 9 P.M."

I am, &c.

(Signed) ARTHUR C. CARY ELWES.

Inclosure 6 in No. 55.

Mr. Moore to Lieutenant-Commander Bruce.

Sir, *"Antelope," cruising, February* 28, 1867.

IN compliance with your order I have the honour to state, that on the 24th instant I went, with Mr. Stevens, Second Master, in the first paddle-box boat, and proceeded towards Mangue Grande. At daylight we found ourselves considerably to leeward of the Portuguese factories, and observed several flags flying, which appeared to be Portuguese. About three hours afterwards Lieutenant and Commander Bruce came alongside, and gave the order to anchor to the right of the villages. He then proceeded close in-shore, and several shots were fired at him from the left of the Portuguese factory. About 11 or 11·30 we anchored, and commenced firing shot and shell to the right and left of the factories, small-arm men exchanging shots with the natives assembled on the hill to the right (which lasted for about an hour). About 1 o'clock we prepared to land, and in so doing the natives again fired at us from the right of the trees near the beach. After we had landed all safe, we proceeded towards the stockade on the left, and destroyed it, as well as many of the huts around, and one village. On approaching a large house to the right (supposed to be the King's palace), with a blue and white ensign flying (nation unknown), the marines and riflemen were sent to the front to clear the natives out, who were now and then firing at us; soon afterwards it was set on fire. We then proceeded towards the beach, leaving part of a village untouched. We then set fire to a large house on the right (but it did not catch properly), and hauled down another blue and white ensign which was flying before it.

Marching down towards the boats, the two Portuguese men came out and met the captain.

I then went off in the first whaler, and afterwards saw a body of men walk back and set fire to the house on the right. Arrived on board about 8 o'clock.

I have, &c.

(Signed) R. A. MOORE, *Acting Clerk.*

Inclosure 7 in No. 55.

Mr. Stevens to Lieutenant-Commander Bruce.

Sir, *"Antelope," March* 1, 1867.

IN compliance with your order I have the honour to state, that about 9 P.M., on the 23rd February, 1867, the second whaler returned from the shore, where she had been for the purpose of purchasing provisions. The boat, upon shoving off through the surf, had been capsized and fired upon by the natives, Mr. Elwes, Sub-Lieutenant, being wounded. By your orders the paddle-box boats were hoisted out and armed, floats shipped, and steam got up.

At 2 A.M., on Tuesday the 24th, we weighed under steam, and steered east-south-east for Mangue Grande, anchoring at 3 A.M. in 4½ fathoms water. Manned and armed all boats immediately, Mr. Trewan (Acting-Gunner), in cutter with rocket; Mr. Johnston (Master's Assistant), in second paddle-box boat, and myself in first paddle-boat box, and proceeded in for Mangue Grande, anchoring in them off the place about 9·30 A.M. The first paddle-box boat anchored to the right, with orders to fire shell into the native villages, to the right and rear of three factories on the beach; the second paddle anchored in the centre, and the cutter on the left. The two whalers were kept ready for landing the small-arm men. The hill rising abruptly on the south side of the factories, and the thick bush at the foot of the mangrove trees on their north side, as well as the open country in rear, were swarming with natives; some of them kept up a sharp fire with muskets as the boats pulled up for the anchorage. The natives were also observed coming along the beach in numbers; and by the crowds assembled in front of the factories they seemed bent on resisting us. In front of the left hand and centre factories the Portuguese ensign was hoisted; a blue flag, with a white fly being hoisted opposite the right hand or southernmost one. Behind these factories, and on the rising ground on the left, we could make out four native villages.

On a signal from you, all the boats commenced firing with shell, rockets, and small-arms, all having been warned on no account to fire into or near any of the houses where the flags were flying. The natives returned the

fire for a short time, and then ran into the bush. We commenced firing about 10·30 A.M., and about 12·30 ceased, and prepared to land the small-arm men and marines. While so employed, everyone's attention was drawn to firing on the right on the boats from the house before which the blue and white perpendicular flag was flying. A few shots from the marines silenced it.

The small-arm men and marines were landed without accident at once; and opening out into skirmishing order along the beach, marched up and took possession of the village on the rising ground on the left; this was set fire to, and when completely destroyed, the men were extended into skirmishing order, and marched to the southward in rear of the factories, setting fire to and destroying the village and huts as we passed along.

I was thus employed with some men on the right, when firing commenced on the left, and the word was passed along for all to double up to the front. A blue and white perpendicular flag, exactly similar to the one flying over the house we had been fired on from, was hoisted in front of a large and apparently new house, in front of us. It was set fire to by your orders, and the flag preserved, While firing it, several muskets were discharged at us from behind it, our marines returning it immediately.

We then continued in skirmishing order further inland, and to the southward, burning as we passed three more villages. Numbers of natives were to be seen about a couple of miles off.

About 6 P.M., as the sun was fast setting, we faced round for the boats, burning all huts, &c., as we went, and made the beach close to the house which had fired on the boats. By your orders it was set fire to; and the men then marched down to the boats. The small arm-men were extended along the beach facing the high mangrove trees and bush, while the cutlass men embarked.

The fire having gone out in the right hand house, you, accompanied by Mr. Johnston and a party of men, marched back and rekindled it. Two Portuguese came out of the centre house as we passed, and spoke to you in a beseeching manner, you answering in Spanish. The flag which was hoisted over the right hand house was hauled down and preserved. All the men were safely embarked by sunset, and the boats returned to the ship about 8 P.M.

About 2 P.M. on Monday the 25th, the words was passed on the lower-deck for "Volunteers to land;" and the cutter and both whalers, together with marines, yourself in the first whaler, Mr. Trevan in the cutter, with the rocket, and I in the second whaler, shoved of for Mangue Grande about 2·30 P.M., and anchored off it about 3·30 P.M. No one could be seen, and no ensigns as on the previous day were hoisted. Landed the small-arm men and marines at once, and extending along the beach, marched up to the Portuguese factories. Everything had been cleared out, out-houses torn down, the well filled up, and not a single thing left in either house, nor any traces of the Portuguese we had seen the previous day. Marched on in skirmishing order, and burnt every hut we came across, until we had destroyed all that had escaped the day before. Having set fire to the last village, and it being near sunset, we faced round, and marched back to the boats.

The natives were seen in numbers along the crown of the hill to the southward of the factories, and they opened fire on us, but without effect. We got through the surf safely at sunset, and had barely done so when a heavy fire of muskets was opened on us from the hills to the southward. A couple of shell-rockets silenced it immediately. The boats reached the ship about 8 P.M.

Tuesday, 26th.—About 7 A.M. we weighed under steam, and steered along the land, looking out for any factories. Observing some huts and a large house on the top of a hill about eight miles from Mangue Grande, we anchored at 8 A.M. off them, in 4½ fathoms, and sent all the boats away manned and armed, with the cutlass-men and kroomen. Landed safely about 9·30 A.M. off the mouth of a dried-up stream, and marched the men up in skirmishing order to the top of the hill. There was no one there, however, the village and house being deserted; marched through it without halting or touching anything, and then on south for about five miles, in a line parallel to the beach, through a pretty open country, partly cultivated, with here and there large trees and thick bushes, until a village was sighted on the right hand bank of a dried-up river; this we crossed, and found the village deserted. Several natives were seen hurrying away into the bush as we advanced. Here we halted for about two hours, and started back again for the boats in skirmishing order about 3·30 P.M., not having touched or damaged anything in the village. We embarked safely about 5·30 P.M., and got on board about 7·30 or 8 o'clock. I have forgotten to say that the rocket and gear with Mr. Trewan followed us, being carried by the kroomen.

Wednesday 27th.—Weighed under steam at 7·30 A.M., and steered as requisite to clear the shoals, anchoring in 4½ fathoms off Margate Head (Cabeça de Cobra). About 8 A.M. sent all the boats in, manned and armed, and with the same officers as yesterday, anchoring off the Portuguese factories about 10·30. Landed the small-arm, cutlass men, and rocket party, and marched them to the top of the hill in skirmishing order, placing them so as to command the country as the natives began collecting in great force. There were two houses on top of the hill; before one a Portuguese flag was flying, and before the other a blue and white perpendicular flag, similar to the two we hauled down at Mangue Grande; two Portuguese met us and the captain spoke to them in Spanish. The English factory of Mr. Adams we learnt was three miles further down the beach, so we re-embarked about 1 P.M. and pulled down the coast for it. It proved, however, much further, and about 3 P.M. the captain ordered me to return in the second whaler to the ship, then hull down and bring her down to the boats, they proceeding on. I reached the ship about 7 P.M., and got under weigh at 7·30, under steam, steering as requisite along the coast. At 9·30 the captain hailed ship, and having come on board we anchored in 4½ fathoms. The other boats returned to the ship about 9·45 the same night.

I have, &c.
(Signed) W. H. STEVENS, *Second Master.*

Inclosure 8 in No. 55.

LIST of Men who saw firing upon the boats from the right-hand house on the beach at Mangue Grande.

Name.	Rating.	Name.	Rating.
Thos. Lyons	Gunner's Mate.	Wm. Ruffin	Stoker.
Wm. Hall	A. B.	Francis Houghton ..	Boy, 1st Class.
A. Dalgleish	Stoker.	John Mullins	Private, R.M.
Chas. Webb	Boy, 1st Class.	John Conway	Krooman.
Ed. Dollimore	Ditto.	Tom Walker	Ditto.

Inclosure 9 in No. 55.

(Translation.)

WE, the Undersigned, thank the Commander and other officers of the English steamer "Antelope," for the protection rendered on the occasion of our being attacked by the natives.

Cobra, February 27, 1867.

(Signed) FRANCISCO ANTONIO OSSANDO.
M. F. DA SD. BRAZZ.

Inclosure 10 in No. 55.

Commander Amaral to Lieutenant-Commander Bruce.

(Translation.) *On board His Faithful Majesty's schooner "Conde de Penha Firme," anchored near Ambrizette, March* 15, 1867.

Sir,

CHARGED by his Excellency the General Governor of the Province of Angola and its dependencies with investigating the events occurred the 23rd and 24th February last in Mangue Grande, between the crew of the steamer under your worthy command "Antelope" and the natives of that place, from which resulted the burning and immediate destruction of the factories belonging to the Portuguese subjects Rangel and Monteiro, merchants there established, succeeding to this the destruction and pillage of the other factories there situated, appertaining also to Portuguese subjects, having these two last factories been demolished and sacked by the negroes, who seeing the owners of these factories without any possible protection, attempted to take on them the revenge of the destruction caused on their towns by the crew of the steamer you worthily command. I have to tell you that his Excellency the Governor has been informed that the Portuguese subjects dwelling in Mangue Grande, provided with licence from the Portuguese Government, and consequently under the Portuguese flag, were not advised by you of your intention of bombarding the native towns among which were constructed the Portuguese factories, and that on that occasion the two factories belonging to Monteiro and Rangel had hoisted on their masts, banners with the two Portuguese colours, blue and white, having each of the two other factories hoisted the Portuguese national flag.

I have also the honour of informing you that the Portuguese Government, disposed as it is natural to give all due protection to Portuguese subjects employing themselves in a licit commerce, in which disposition it hopes it will always be helped by the Government of Her Britannic Majesty, the most ancient and faithful ally of His Most Faithful Majesty, desires at same time to be well informed upon everything concerning this affair, you being considered by his Excellency the Governor as the very fit person to enable his Excellency to well appreciate the facts in question.

I hope, then, you will answer to this missive with the narrative of what, in Mangue Grande, on the 23rd and 24th February last, succeeded between the people under your worthy command and the Portuguese merchants there established.

God preserve you, &c.

(Sigued) FRANCISCO JOAQUIM FERREIRA DO AMARAL.

Inclosure 11 in No. 55.

Lieutenant-Commander Bruce to Commander Amaral.

Sir, *"Antelope," Ambrizette, March* 16, 1867

I HAVE the honour to acknowledge the receipt of your letter of this day's date, relative to the proceedings of Her Britannic Majesty's ship I command at Mangue Grande, on the 23rd and 24th February, 1867, and I have the honour to inform you, for the information of his Excellency the Governor-General of Angola, that Her Britannic Majesty's Commissioner at Loanda and the Senior Officer of Her Britannic Majesty's ships in the Southern Division are in possession of a full and detailed account of my proceedings on those days.

I would inform his Excellency that the night I landed and was in want of assistance, these Portuguese gentlemen neither offered any nor did they remonstrate with the natives when the British flag was fired upon.

With reference to their not having been informed of my intention to bombard the village, they must have known that such was to have been the case, as a heavy fire was opened on the boats immediately they approached the shore, and was continued some three hours before it was responded to; it was therefore impossible to have communicated with the shore without risk of great loss of life.

Strict orders were given to respect the houses displaying flags, which was duly done; but in consequence of a heavy fire being opened from two houses having flags at their mast heads, but of no nationality, they were destroyed.

The Portuguese factories were not molested in any way, and before leaving the shore I had an interview with the Portuguese gentlemen; therefore, if they had required protection, I should immediately have offered it, but they did not ask for it.

The next day I landed, with the intention of offering any assistance to the Portuguese they might require, but found the Portuguese factories destroyed.

The flag of His Most Faithful Majesty was strictly respected.

I have, &c.
(Signed) JOHN BRUCE.

Inclosure 12 in No. 55.

Commander Peile to Lieutenant-Commander Bruce.

Memo. *"Espoir," at Ambrizette, March* 19, 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 5th instant, and to acquaint you that I shall forward the same for the information of the Commander-in-chief.

2. Pending the decision of the Commodore, I disapprove of your having taken upon yourself to land an armed force at Mangue Grande without having communicated with the Senior Officer, who, as you were aware, was not far distant at the time.

(Signed) M. S. L. PEILE.

No. 56.

Commodore Hornby to the Secretary to the Admiralty.

"*Bristol*," *at Sea, Lat.* 0° 3′ *N., Long.* 1° 24′ *E.*,
Sir, *April* 9, 1867.

REFERRING to your letter of the 31st December last, and mine of the 16th ultimo, respecting the reported attack made on the station and store of the West Africa Company at Akassa, at the foot of the River Niger, I have the honour to report, that Lieutenant Henry Hand, commanding Her Majesty's steam vessel "Oberon," sent by the senior officers in the Bights to convey Mr. C. Livingstone, Her Majesty's Consul at Fernando Po, and Mr. Lyons McLeod, Consul for the Niger and Tchadda Rivers, to inquire into this matter informs me as follows in a letter of proceedings dated at Fernando Po, 31st ultimo:—

"Before leaving Fernando Po, Mr. Livingstone had made further inquiry into the circumstances connected with the alleged outrage on the Victoria factory from Mr. Turner, agent of the West African Company, who had embarked at Lagos for the purpose of assisting in the investigation. This gentleman was the agent of the Company at the Nun, at the time the factory was plundered, and it was on his representation that Mr. McLeod applied for, and obtained, the services of the "Oberon" to convey him to the Nun to inquire into the matter.

In the investigation made by Mr. Livingstone however, it came to light that the West Africa Company were almost entirely to blame in the matter, having broken their Treaty with the natives, and refused to pay "comey." In the so-called outrage, the natives, on the whole, behaved with great moderation. They arrested Mr. Turner and two masters of merchant vessels, and kept them prisoners for twenty-four hours, but though the entire factory was at their mercy, they took nothing but a small quantity of spirits, a boat's anchor, and a few pieces of an iron house, which latter articles they appear to have carried away as a pledge until the "comey" was paid.

The facts of the case were so plain that Messrs. McLeod and Livingstone did not think it necessary to hold any further investigation.

Mr. McLeod went into the Nun River on the 17th, in the "Investigator," to inspect the Victoria Factory, and on his return, on the evening of the same day, he, together with Mr. Turner, proceeded to Lagos in that vessel.

2. Their Lordships will observe that the requisition made to them on the 21st December last, by Mr. Clegg, director of the West Africa Company, for assistance from me to recover the property of the Victoria Factory, &c., originated in an exaggerated misrepresentation of the facts by the Company's agent at Akassa, who has shown no disposition to carry out the objects which the directors of the West Africa Company state they had in view in establishing a Factory there.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 57.

Commodore Hornby to the Secretary to the Admiralty.

"*Bristol*," *at Jellah Coffee, April* 30, 1867.

SUBMITTED for the information of the Lords Commissioners of the Admiralty with reference to my letter, of 9th April, 1867, and Admiralty letter, of 31st December last.

(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 57.

Consul Livingstone to Commodore Hornby.

Sir, *Fernando Po, April* 22, 1867.

IN reply to your note of the 19th instant, I have the honour to transmit herewith a copy of Mr. Turner's statement regarding the outrage on the Nun Factory.

The agent who induced the Accassians to give "a book" abolishing the comey was a black man.

As the Commander and the Engineer of the "Investigator" were suffering from fever, and the "Oberon" would have to remain outside, I did not deem it desirable to detain the two vessels by a visit to Brass. At Bonny I learned that the mouth of the Nun does belong to the King of Brass, and that this Prince Bebagra, or Bibbybagga, is one of King Kehoe's house, and therefore entitled to receive the comey in accordance with the Treaty.

This is the only instance I have ever known of an English Company on this coast breaking faith with the natives.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 2 in No. 57.

Statement by Mr. Turner.

THE Victoria Factory, two miles up the River Nun, was erected by the West African Company in 1865, and, protected by a Treaty with the natives, carried on trade quietly until the middle of last October.

At that time Prince Bebagra, said to belong to Brass, came with a large body of armed men, sold some palm oil, and then demanded the comeys to which he alleged he was entitled by Treaty. He was told that he could have none, as the previous agent had obtained from the Accasians (people living near the factory) a "book" which abolished all comeys on river dues.

The Prince replied that these Accasians had no authority; they were his slaves, and had no right to give such a "book."

He then alleged that the Company were bound to pay him from 10*l.* to 12*l.* per mast for every ship which received her cargo at the factory.

The agent, Mr. Turner, deeming himself bound by the acts of his predecessor, refused to pay. Bebagra then had the agent taken, and kept him in the sun and dew, without food, until next day.

The captain of one of the ships was then struck by the flat of a matchet and knocked into the water, as a krooboy was carrying him ashore, but no other violence was offered to their persons. The agent told Bebagra he might take what he liked, but that Her Majesty's ship "Investigator," which was up the river, would soon be down on him.

Though in absolute possession of the factory for a number of hours, neither Bebagra nor his people took a bit of cloth or tobacco, nor did they take either powder or rum, except a little rum and gin.

The only property carried off were the boat's anchor and chain, and, oddly enough, some parts of an iron house.

Mr. Turner has resided in Lagos for some time past. The factory is now in charge of a black agent, and, so far as Mr. Turner knows, things have been quiet there ever since.

I do hereby certify that the above statement is true.

(Signed) W. D. TURNER, *Agent, West Africa Company, at River Nun.*

No. 58.

Commodore Hornby to the Secretary to the Admiralty.

"*Bristol,*" *off the River Congo, May* 22, 1867.

FORWARDED for the information of the Lords Commissioners of the Admiralty

(Signed) G. PHIPPS HORNBY.

Inclosure in No. 58.

Commander Peile to Commodore Hornby.

Sir, "*Espoir,*" *Congo River, April* 15, 1867.

I HAVE the honour to report that, when at Loanda, I received information from Her Majesty's Commissioner that the men belonging to the prize captured by the "Espoir" on the 17th September, and who were handed over to the Portuguese authorities at Loanda, had been liberated, as the Court decided that there was no evidence of their having been engaged in the Slave Trade.

2. I consider it my duty to make this report to you, as, in accordance with the request of the authorities, both myself and four of my officers gave evidence at Court as to this vessel being in all respects fitted for the Slave Trade; that her master had declared her to be a slaver, and also that she had been condemned by the Vice-Admiralty Court at St. Helena.

I have, &c.
(Signed) M. S. L. PEILE.

No. 59.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Bristol,*" *off Banana, River Congo, May* 25, 1867.

WITH reference to my letter of the 10th ultimo, forwarding a Report of the destruction of native villages at Mangue Grande, on the West Coast of Africa, by the

boats of Her Majesty's steam-vessel "Antelope," I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copy and translation of a letter dated 19th March last, referring to that attack, addressed to me by Captain José Maria da Silva Basta, of the corvette "Duque de Palmella," commanding the Portuguese naval forces on the Angola station, and of my reply thereto, dated 25 May, 1867.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 59.

Captain Basta to Commodore Hornby.

(Translation.) *On board of the corvette "Duque de Palmella," off the Port of Loanda, March* 19, 1867.

Most Illustrious and Excellent Sir,

BY communications which I received from the Governor-General of this province, duly certified, I was informed that, on the 24th February last, part of the crew of Her Majesty's steam-vessel "Antelope" landed at Mangue Grande, armed, with the intention, which they carried out, of burning the villages of the natives, having previously attacked the latter and put them to flight by fire of artillery and live shells, thrown from the boats of the said steam-vessel, conveniently placed.

From the said landing resulted likewise the burning, complete destruction, and sacking of four Portuguese factories there established, two of them on the occasion of the burning of the villages of the negroes, and the other two after the force of the "Antelope" had re-embarked on board the ship.

It is of little importance to know the reason which induced the landing, or whether it was the English or the natives who burned and destroyed the four factories properly established for legal trade, and containing considerable value, partly belonging to English, French, and part American, subjects; it is, certain, however, that the duty of chastising the delinquents devolved solely on the Portuguese authorities, after their being duly informed of what had happened, and it is likewise beyond all doubt that the losses suffered by the owners of those factories, and the danger in which they were placed, of falling victims to the fury of the natives, resulted exclusively from the hostile landing of a portion of the crew of the steam-ship "Antelope," and consequently all the responsibility falls on her commander.

As commander of the Portuguese squadron on this coast, I find myself under the unpleasant necessity of notifying to your Excellency my great regret at the proceedings of the Commander of the steam-vessel "Antelope," who, while despising the legal means of obtaining such reparation as must be found just, committed a crime (in original, "um attendado") against the rights of the people, for he could not be ignorant that the negroes of the whole of this coast regard white men, one and all, as completely responsible for all the harm which they receive from all other whites, and by disembarking with armed men in territory recognized as Portuguese dominion, not only disregarded the most simple principles of international rights, but also acted contrary to the just intentions and formal declarations of the English Government, as they were categorically expressed by the Earl of Aberdeen, in the note which, as Minister for Foreign Affairs of Her Britannic Majesty, he addressed on the 25th September, 1845, to the Minister of Portugal at the Court of London, in reply to the note which he had received on the 28th July previous, with reference to the Convention made the 29th May of that year between Great Britain and France, and subsequently by Lord Palmerston in the Protocol signed in London, the 12th August, 1847, by the Plenipotentiaries, Portuguese and English, and renewed by the same the 19th November, 1850, respecting the permission granted to the vessels of Her Britannic Majesty engaged in the suppression of the Slave Trade, to enter into certain places of the dominions of the Crown of Portugal.

While notifying to your Excellency the most noticeable points in the conduct of the Commander of the "Antelope," and also the reasons wherefore it could not be justified, I still retain the firm conviction that the said officer would not act in such a manner out of any disrespect for the Portuguese flag.

God preserve, &c. (Signed) JOSE MARIA DE SILVA BASTA,
Captain, Lieutenant-Commander of the Station.

Inclosure 2 in No. 59.

Commodore Hornby to Captain Basta.

Sir, "*Bristol*," *of Banana, River Congo, May* 25, 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 19th of March, 1867, received on the 21st instant, in which you inform me that the chastisement inflicted by Her Britannic Majesty's ship "Antelope" on the natives of Mangue Grande on the 24th of February last resulted in the destruction of four Portuguese factories there established.

2. You remark that it is of little importance to know the reason of the landing, as it is certain that the duty of chastising the delinquents devolved solely on the Portuguese authorities, and that the responsibility for the results of the attack must rest on the Commander of the "Antelope." You then proceed to express your regret at having to report to me what you consider to be an attack by the Commander of the "Antelope" on territory recognized as Portuguese dominion.

3. I regret, Sir, that I can only see this affair in a point of view which differs widely from yours. The reason for landing appears to me to be material. It was to chastise the natives for a wanton and treacherous attack upon a boat and boat's crew of a British ship of war that seemed hopelessly swamped. The redress for such acts cannot be confided by Her Majesty's officers to those of Portugal, and I should have been surprised if the Commander of the "Antelope" had assumed such a responsibility. Nor can I admit the claim you make that the territory where the landing was made is recognized as Portuguese dominion.

I find that the claim, though frequently renewed by the Portuguese Government since 1842, has been as constantly denied by that of Her Britannic Majesty; and I must presume that you are acquainted with the value

of the orders with which I am furnished on that subject, as they were communicated to the Portuguese Government at Lisbon by Her Majesty's Minister, in June 1856, and to his Excellency the Governor-General, José Rodriguez Coelho do Amaral, by the officer commanding Her Britannic Majesty's squadron on this coast, in August of the same year.

Regretting much that Portuguese or any other property should have been imperilled or sacrificed by the natives, in revenge for the acts of any of Her Majesty's officers in enforcing proper respect to the British flag, I cannot, in the present case, attach any blame to the Commander of the "Antelope," who appears to me to have in no way exceeded his just authority, and to have taken every means in his power to avoid damage to those factories at Mangue Grande which hoisted European flags.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 60.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," off Banana, River Congo, May* 25, 1867:

I FIND that there have lately been two cases of the seizure of Englishmen by the natives at or near Kabenda. In the first case, in March last, the man was restored on the intervention of Commander G. A. Douglas, of the "Torch," but that officer's report of the circumstance is not altogether satisfactory, as he speaks of the natives as insolent and threatening almost to the moment of his quitting the beach. I have not been able to meet the "Torch," but when I do I shall inquire further into the matter.

2. The second case is that of the Agent in charge of Hatton and Cookson's factory at Kabenda. (The first man was a carpenter in their employ.) He has been seized away from the coast, but it is believed to be by the Agency of the chief man at Kabenda.

I have desired the senior officer to visit Kabenda as soon as the Head Agent of Messrs. Hatton and Cookson can accompany him there, and if he finds the natives were in the wrong, to inflict a sharp punishment on the chiefs. It is said that they are there inclined to presume upon our forbearance.

I fear it will prove that our countryman has been wrong. I have the best evidence of a most violent outrage attempted by this man on a native some time since, and it may be the same in this case.

3. I inclose the Report I have received from Commander C. A. P. V. Robinson, of the "Mullet," in case of any representation or demand being made on behalf of Messrs. Hatton and Cookson.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 60.

Commander Robinson to Commodore Hornby.

(Extract.) *"Mullet," May* 21, 1867.

WHILE at Kabenda (on 16th instant) I was informed that the agent for Hatton and Cookson's factory at Kabenda was detained for a ransom by a Chief, whose town is situated near Devil's Point, and about three miles north of Vista: the name of the agent is Boyle.

From the information I received, it appears that, a few days before, a Portuguese trader was going from Kabenda to Banana by land, and the bearers of his hammock, instead of going to their destination, turned off the proper road, and went to the Chief's village near Devil's Point. On arriving at the village, the Portuguese trader was seized, and kept a prisoner for a claim which the Chief made against Hatton and Cookson's factory at Kabenda, for an alleged breach of his laws by a native trader, who some months since was employed by Hatton and Cookson's agent at Kabenda (Mr. Boyle's predecessor) to buy palm nuts, and who had, as alleged by the Chief, built a trade house at his village as a branch of the Kabenda factory, and when the agent at Kabenda was called on to pay custom, he refused to do so, saying he had not authorised the native trader to build a house, or to trade as a trader, especially for Hatton and Cookson's house. The Portuguese trader was detained as the first white man the Chief had been able to catch since the dispute arose. From the information I received from Mr. Edwards, one of the employés at Hatton and Cookson's factory, it appears that the Portuguese, as soon as he found out the reason of his detention, sent a messenger to Mr. Boyle, the agent at Hatton and Cookson's factory, requesting him to pay the claim on the factory, so that he might be released. Mr. Boyle went himself to release the Portuguese trader, and was then seized, and the Portuguese was set free. A demand was then made for trade goods to the amount of 82*l.* 10*s.* for Mr. Boyle's release.

In consequence of a statement made to me by Dr. Hilliard, Agent for the Company of African Merchants at Kabenda, that it was Francesco Franco, the negro Governor of Kabenda, who ordered the bearers of the Portuguese trader's hammock to take him to the Chief at Devil's Point, and that he was at the bottom of the business, I went, in company with Commander Maitland, on the afternoon of the 17th, to see Francesco Franco, but he informed us that he had no knowledge of the business, was very sorry to hear it, but could not interfere. I cautioned him that trade would be injured if the traders were treated in such a way, that if the Chiefs had any claims, they should make them in a regular manner, and not proceed to tying travellers up, as was done in this case. He again said he knew nothing about the business; but I heard afterwards he sent messengers the following

day to the Chief who had Bayle a prisoner, and I was in hopes he had interfered to some purpose, as on the 18th Boyle sent messengers for some trade goods to procure his release, but he only asked for about one-tenth of the amount originally demanded. On the 19th I heard from Mr. Edwards of Hatton and Cookson's factory, that the goods sent the day before were not sufficient, and the Chief would not let Boyle go. I advised his paying the demand, as Boyle had written to say he was ill, and that I could not do anything under the circumstances.

Mr. Edward informed me that, as Boyle had not ordered him to send any more goods, he could not do so, as the amount would be stopped from his wages, and that he intended waiting orders from Mr. Peter McCulloch, the principal agent for his employers, on the coast.

No. 61.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," off Banana, River Congo, May* 25, 1867.

REFERRING to your letter of 18th February last, desiring me to inquire into the circumstances which led to the sacking of a factory belonging to Messrs. Hatton and Cookson, established in San Antonio Creek in this river, on the 8th November, 1866, I have the honour to acquaint you that all the information I have been able to acquire leads me to believe that the factory in question was only sacked in consequence of the conduct pursued by the Agent in charge of it towards the natives.

2. That Agent's name was Calderon, a Spaniard. In the same creek was a Portuguese factory belonging to one Caldeira.

Both Caldeira and Calderon were in the habit of sending launches laden with goods to Embomma, The chiefs on the banks of the river demanded "custom" on the passing launches. This was refused. The chiefs then plundered some of the boats. Caldeira and Calderon, believing that a native dealer, who was in charge of a small Portuguese store on Bull Island (some 30 miles up the river), had been at the bottom of this robbery, burnt his store. For this the natives vowed vengeance on Caldeira.

Subsequently Caldeira behaved with great violence to them, and they came down and threatened his factory on the 29th of October. Calderon then went up to defend him and the natives withdrew. When Caldeira's factory was again attacked on the 8th November, Calderon again went to his assistance, and was actually killed whilst fighting in its defence.

3. It was not for some hours after taking and burning the Portuguese factory that that of Hatton and Cookson was attacked; then finding that the Agent in charge of it was dead, the leading native belong to the factory led his countrymen on, knowing there was no resistance, and sacked everything.

4. I have seen the Head Agent of Messrs. Hatton and Cookson, a Mr. Peter M'Culloch. He admits the truth of all that I have above related, except that Calderon had anything to do with the burning the store at Bull Island. He says Caldeira was a harsh, vindictive man, much disliked by the natives; that Calderon was an old friend, who had previously pulled him (Caldeira) out of two or three scrapes, and that he went to his assistance when his factory was attacked, as is customary among white men on this coast, and as Mr. M'Culloch says, he should probably have done himself.

Mr. M'Culloch believes that had not Calderon been killed at the Portuguese factory, his own factory would never have been touched; and that he wrote to his employers at the time to say it was a bad business, and that nothing more could be said about it.

5. I am sorry to be obliged to agree with Mr. M'Culloch on that point. I fear Messrs. Hatton and Cookson are not generally fortunate in their sub-Agents on this coast, and that it is the improper conduct of these persons that leads to the frequent disturbances we hear of, and to the loss of their masters' property.

6. As to the propriety of making any attack on the natives in the neighbourhood of San Antonio Creek, it would be futile. Since the factories were sacked, that neighbourhood has been deserted; nor is it probable that an expedition would even sight a negro if they had returned to their old villages. Since the landing of Lieutenant John Bruce, of Her Majesty's steam-vessel "Antelope," at Mangue Grande, on 24th February last, I am told that the presence of three English boats approaching the shore together is sufficient to send chiefs and people scampering for miles into the country.

7. The only way in which any injury could be done these people would be by systematically destroying all their nets, canoes, &c., and not allowing them to put a canoe on the river. To do this would occupy all the boats of the squadron and the "Pioneer" for a space of three or four months, and would, doubtless, result in much fever, but would, I believe, be the only way to hurt them.

8. It is true that probably a landing might be effected near Snake's Head, whence we could march to San Antonio Town; but long before we could get out of our boats,

every soul would have left that place; the huts that would be left are of no value; all goods are habitually concealed in the bush where we should never find them; and as the chiefs are always in the forefront of the flight, we should have small chance of catching any one of the least value.

9. The constant nagging at them with small boats is, therefore, the only course I could recommend to their Lordships, if they should think it necessary to do anything, but in the present case I think we should submit to the annoyance of having been wrong, and let it alone.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 62.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," off Banana, River Congo, May* 23, 1867.

REFERRING to the fifth paragraph of my letter of 12th February last, containing my Report on the Slave Trade on this station for 1866, I beg leave to forward extracts from a letter dated 19th March, 1867, from Commander G. A. Douglas of Her Majesty's gun vessel "Torch," whom I sent to visit the Islands of St. Thomas and Prince's to make inquiries concerning the Slave Trade reported as being carried on between those Islands and the main.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 62.

Commander Douglas to Commodore Hornby.

(Extract) *"Torch," March* 19, 1867.

THE information that I was able to collect during my stay at the above-named island (St. Thomas) is as follows:—

1stly. I was given to understand that no slaves had been landed on the island for three or four years, the Government having military outposts all round the island, and a reward is also offered of about twenty dollars to any one giving information of, or preventing the landing of slaves.

2ndly. The slaves now on the island are employed cultivating the coffee, cocoa, and the other plantations.

3rdly. There is no doubt that when slavery was carried on, great numbers were brought to the island from the mainland in large canoes, and I am of opinion that canoes even now transport one or two at a time.

4thly. The principal place that slaves were exported from appears to have been St. Paul's de Loanda.

5thly. All slaves on their arrival on the island had to serve ten years; at the expiration of which time they were liberated, and then became paid servants.

6thly. Slaves are very scarce on the island, and the owners of plantations complain that they have not sufficient to cultivate their estates, which leads me to believe that no slaves are exported from the island. In fact, I was told by very good authority that the planters are too poor to run such a risk.

7thly. From good authority (an Honorary Lieutenant of the Portuguese Navy Commanding the Mail Steamer "Norfolk"), I was told that all slaves in Portuguese possessions are to be emancipated by the end of next July.

The information I procured at this island (Prince's) agrees in every respect with that obtained at St. Thomas', with the exception that several of the plantations are cultivated by Krooboys; to make more certain of this, I visited two or three of the estates, the largest of which was owned by M. Burnay, French Consular Agent for the islands of St. Thomas' and Prince's, who informed me that he himself had upwards of forty Krooboys on his plantation, and also, that it was his opinion that no slavery had been carried on to or from the island for several years.

I left Prince's on the morning of the 9th March, under sail, arriving at Corisco island on the morning of the 11th. Here I was informed by German and other missionaries that it was their opinion that the Slave Trade was entirely abolished about that part of the coast.

The information I gathered here (Elobey) agrees with that received at Corisco, with the exception that I was informed by a Mr. Scott (a coloured gentleman and lately arrived from Cape Lopez), that slaves had recently been shipped from there, in launches, for St. Thomas'.

I left Elobey on the morning of the 14th for the purpose of visiting Cape Lopez Bay, arriving off Cape Lopez Town on the morning of the 15th. The same morning I landed, but I could procure no information, no Europeans being there. The town has some large bamboo houses, but they appear to be quite deserted. I did not see anything that would lead me to believe that Slave Trade was carried on there. The only inhabitants I saw consisted of about six men, and about the same number of women, all of which appeared to be in a very squalid, miserable, half-starved state.

No. 63.

The Secretary of the African Steam-Ship Company to the Lords Commissioners of the Admiralty.

My Lords, 14, *Leadenhall Street, London, July* 10, 1867.

I HAVE the honour, by desire of the Directors of this Company, to inclose copy of a protest made by the master of the Company's late schooner "Inkerman," which vessel while on her voyage to the west-coast of Africa, was by the error of the pilot, taken into the river Nun instead of the Brass, and was seized by the natives and totally destroyed, the crew barely escaping with their lives. Full particulars will be obtained from the protest.

The Directors respectfully request that immediate steps will be taken by your Lordships to instruct the Senior Officer of the Bights Division to send a Gun-boat into the river, to exact satisfaction from the natives for this gross outrage.

In addition to the value of the ship say 1,550*l.* (which was covered by Insurance), a loss of freight will be sustained by the Company which the Directors judging from past receipts estimate at from 2,000*l.* to 3,000*l.* The trade in the Cameroons will, so far as this Company is concerned, be entirely stopped for the next six months.

The Directors understand the owners of the cargo which was on board the "Inkerman," intend memorializing the Foreign Office on the subject. The Directors trust such a demand will be enforced on the Chiefs of the River as will enable your Lordships to recover for them a sum equivalent to the loss sustained by the destruction of the "Inkerman," and the consequent interruption of the Company's operations in the Cameroon.

I have, &c.
(Signed) DUNCAN CAMPBELL.

Inclosure in No. 63.

Protest.

BY this public instrument of protest, Be it known unto all whom it may concern, that on the day of the date hereof, before me, Francis Samuel Reynolds, Notary Public, by Royal authority, duly admitted, and envoked, and sworn, residing at Liverpool, in the county of Lancaster, and actually practising there, personally came and appeared William Chester Tydeman, master, and George Stephen Brooke, mate, of the late schooner or vessel called the "Inkermann," belonging to London, of the admeasurement of 88 tons per register, or thereabouts, who did severally make and subscribe in my presence the declaration following, that is to say :—

We, W. T. Tydeman and G. S. Brooke, do severally, solemnly, and sincerely declare that on the 20th day of February last past, we, the declarants, departed with and on board the said schooner from Liverpool, bound on an intended voyage to Brass River and Cameroons, laden with a cargo of salt and general merchandize, the said vessel being then light, staunch, strong, well-found, and declared in every respect properly fitted, manned, and provided for the said voyage; her said cargo being well stowed and dunnaged, and the hatches securely battened down and covered over. At 11 A.M., in charge of a pilot, and towed by a steam-tug, the vessel was got under weigh, and proceeded to sea; at 1 P.M. the pilot, and at 4 P.M. the following day (the 21st), the steamer left us; all sail was made; and, meeting with variable winds and weather, and occasionally strong breezes, and heavy seas running, but with no material occurrence happening, the vessel continued on her voyage, the pumps being regularly attended until April the 29th, when, at 5·30 P.M., the vessel was brought to anchor off the West Coast of Africa, about two miles to the eastward of a river, which we supposed to be the Brass River. On the following day, the 30th, at 10 A.M., a canoe came alongside, with a pilot on board, who boarded the vessel, and stated he was a pilot for the Brass River, and had come for the purpose of piloting the vessel there. Before weighing the anchor we both of us questioned the pilot as to whether the said river to the westward of our vessel was the Brass River. The man showed a bracelet on his arm, on which was inscribed in English, "Good pilot for the Brass;" and fully understanding from him that that was the Brass River, at 11 A.M. the vessel was got under weigh, and, in charge of the said pilot, proceeded up the said river, and at 1 P.M. the vessel was brought to anchor in the river in seven fathoms of water abreast of a factory. About 1·30 P.M. the declarant W. C. Tydeman left the vessel, together with the pilot, and went on shore to the factory, where he was informed that the river which the vessel had been brought into was not the Brass River, but the River Niger, and the said master returned to the vessel. On the 2nd of May, having engaged another pilot, at 8 A.M., under his charge, the vessel was got under weigh, and dropped down the river at 11 A.M. She was brought to anchor in seven fathoms of water off Palm Point, there being no winds, and the tide being low.

On the following day, May 3rd, at 8 A.M., in charge of the pilot, the vessel was again got under weigh, and proceeded down the channel towards the bar. At 10 A.M., there not being sufficient depth of water to cross the bar, the vessel was brought to anchor. Shortly afterwards, the flood-tide setting in, caused a heavy swell to run over the bar into the channel where the vessel was anchored, and caused her to labour and pitch exceedingly, and strain heavily at her anchor. At 3 P.M., the anchor dragged, and the tide driving the vessel towards a sand bank, a slight breeze springing up, the anchor was hove up, some sail was set, and every endeavour made to take the vessel into a safe anchorage; but the wind almost immediately falling to a dead calm, the vessel became unmanageable, both anchors were let go in order to bring the vessel to, as she was drifting near the breakers on the sand-bank, a very heavy sea running both anchors dragged, and the vessel continued to drift towards the breakers, which were very high, causing a fearful strain on the anchors. At about 4 P.M., the best bower cable parted, and fearing that if the other cable parted, the vessel would inevitably be driven on the sand-bank among the breakers; for the

safety of the lives of ourselves and the remainder of the crew, the jolly-boat was launched, and we and the remainder of the crew and the pilot got into the jolly boat, and lay to a short distance from the vessel, intending to return to her if possible.

Shortly afterwards, the small bower cable parted, and the vessel drifted rapidly into the midst of the breakers, struck on the sand-bank, and remained fast, with the sea making a clear breach over her. Finding it was useless remaining by the vessel, and the night coming on, we proceeded towards the river, At 7 P.M., landed the mate and one portion of the crew at the Mission station, and the master with the remainder higher up the river at the factory.

On the following day, 4th, at daybreak, we perceived the vessel had come off the sand-bank, and was being carried by the flood-tide up the river. The master, with the portion of the crew that had been landed with him, immediately got into the boat, and proceeded towards the vessel, when it was found that there were several canoes alongside, and others coming away from the vessel, with portions of her cargo. And on boarding the vessel, it was found that there was a large number of the natives on board, who had broken open the hatches, plundered a portion of the cargo, with all the cabin stores and furniture. An endeavour was made to drive the natives out of the vessel, but a number of others came on board, there being in all between 400 and 500 of them, all armed with knives and cutlasses.

The natives commenced to threaten to take our lives if we remained on board; and for the safety of the lives of ourselves and the remainder of the crew, we were compelled to leave the vessel in the hands of the natives, who then cut away all the sails, towed the vessel on to the beach, stripped her bottom of the copper, made a complete wreck of her, and carried away the whole of the cargo.

On the 6th, finding there was no chance of saving anything whatever of the vessel or her cargo, we, and the remainder of the crew, proceeded to Brass River.

On June 3rd, we left Brass River on board the steam-ship "Calabar;" and on June 14th, having arrived at Sierra Leone, the master went on shore, and duly noted a protest in this behalf before a Notary Public at that place.

On the 2nd day of July instant we arrived at Liverpool on board the said steamer; the remainder of the crew were shipped on board a vessel called the "Sparkling Wave," bound for Liverpool.

And we make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William IV, intituled "An Act to repeal one of the present Session of Parliament, entitled 'An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.'"

Declared and subscribed at Liverpool aforesaid this 6th day of July, 1867.

(Signed) W. J. TYDEMAN.
G. S. BROOKE.

Before me,
(Signed) F. S. REYNOLDS, *Notary Public, Liverpool.*

Whereof the said Appearers did declare and protest, and the said notary at their request have protested, and by these presents do protest, that all and whatsoever loss, damage, delay, or injury, which has happened to, and been sustained by, the said vessel, her tackle or apparel, or the cargo on board her, during the said voyage, is wholly owing to the accidents and circumstances hereinbefore mentioned, and to the dangers and perils of navigation, and not to the negligence, misconduct, want of skill or attention of these Appearers or any of the crew of the said vessel, or to any defect or insufficiency in the said vessel, her tackle, apparel, or furniture.

In faith and testimony whereof, I, the said Notary, have hereunto set my hand, and affixed my notorial seal of office, this 6th day of July, 1867.

(Signed) FRANCIS S. REYNOLDS, *Notary Public, Liverpool.*

No. 64.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.) *"Bristol," June* 28, 1867.

HAVING received through Her Majesty's Acting Consul at St. Paul's de Loanda, intelligence of movements of the negroes in the southern part of the province of Angola which might possibly be connected with attempt to ship slaves; on leaving Elephant Bay, I proceeded to Benguella and Nodo Redondo, and communicated with the Governors of both places, who did not appear apprehensive of any such attempts being made, but I left the "Pioneer" at the latter place, to watch the coast in the neighbourhood for a month.

No. 65.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.) *"Bristol," in Elephant Bay, June* 7, 1867.

THE demand from Cuba for slaves has apparently ceased.

On the northern division of this station the French have established themselves firmly in the Pongas River, and have small posts in most of the other rivers of importance as far south as the Mellacourie.

These posts, in addition to our own Treaties with the Chiefs of that part of the coast, afford a strong check against the Slave Trade.

In the Bights, legal trade increases daily. The last of the rich slave dealers, Medeiros and Pereira are reducing their establishment at Aghwey, and are seeking for more convenient trading places either at Porto Novo or Lagos. This was first told me by the Administrator of Lagos in January, was confirmed by him in April, and I now hear it from the commander of a cruizer who saw Medeiros lately at Aghwey. Medeiros said, in so many words. "The Slave Trade is finished for the present, so I am going into legal trade; your cruizers have not stopped it, but there is no demand from Cuba." Out of the number of vessels that have been on that coast in the last nine months, about three have been deemed suspicious. They were closely watched and all went away with legal cargoes; it is therefore uncertain whether our suspicions were justifiable.

Since the dispersion of the Slaves that were collected for shipment in the "Dahomey" in March 1866, none, as far as we can hear, have been held in readiness for embarkation on that part of the coast.

On the southern division the slaves that were collected for shipment in the vessel captured by Commander M. S. L. Peile, of the "Espoir," in September 1866, have been kept in depôt at two or three points near the coast, and will probably be held in the hope of making a last run, but the difficulties that have hitherto prevented this are likely to be still effective.

The first check was the capture in September. The second a disappointment with the "*San Antonio*" schooner. This vessel was reported from Cape Verde to have shipped a well-known slave captain there. On her arrival at Loanda the Governor-General took most effective measures to prevent her leaving with any thing but a legal cargo, and ensured her going to Lisbon.

Two vessels have since been a short time on the coast, which were believed to be at the disposal of the slave owner, Signor Leivas; but both were closely watched, and have gone away with cargoes of oil. Trade in the Congo is increasing in a marvellous manner, but when slaves are being moved for shipment, it is all checked for a few days, and this is generally the safest warning that our cruizers have to use extra vigilance. I think therefore, that, on this coast, as in the Bights, an active and intelligent Senior Officer would probably baffle any attempt of the dealers, with even a smaller force than is now usually kept here.

At Loanda, also, I find everyone thinks the Slave Trade is over in consequence of the failure of the demand from Cuba; though possibly an attempt may still be made to ship the few slaves of which I have spoken above. Her Majesty's Commissioner had left Loanda before I arrived, but I am told that his opinion coincides with that I have just stated.

No. 66.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "*Bristol*," *at St. Helena, July* 11, 1867.

A LETTER, of the 24th March, 1867, from Her Majesty's Consul at the Cape de Verde Islands acquaints me that, from information which he considers reliable, he believes that Quirino, the slave dealer, had shipped a cargo of slaves successfully.

If so, it must have been done some time in January or February, as Quirino had a long passage from the Cape de Verdes to Loanda in the "*San Antonio*." As we believe that no shipment has been made from any part of the coast north of Ambriz lately; and as at the Consulate at Loanda they seemed, last month, to be equally confident that no shipment had been made from the Portuguese territories. I have to request that their Lordships will move the Foreign Office to inquire if any slaves have been landed in Cuba from the west coast between November 1866 and March 1867, as, if they have, it will show that our information as regards the movements of slaves is not so accurate as we have always supposed it to be.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 67.

Commodore Purvis to the Secretary to the Admiralty.

Sir, "*Racoon*," *in Simon's Bay, July* 18, 1867.

WITH reference to the instructions contained in your letter of the 7th May last, have the honour to report, for the information of the Lords Commissioners of the

Admiralty, that Mr. Young and his party arrived in Table Bay, per mail steamer "Celt," on the 12th instant, and I at once dispatched Her Majesty's ship "Peterel" to that anchorage, where she received on board the party and the iron boat intended for the expedition, and returned with them to Simon's Bay, and having embarked a whale-boat from the naval yard, fitted for Mr. Young's use, and completed with coal, she left on the 16th instant for the mouth of the Zambesi, with orders to repair thither with all dispatch.

2. The ward-room officers of the "Peterel" voluntarily received Mr. Young and Mr. Falkner into their mess, and everything will be done to make them comfortable on board.

3. I requested Commissioner Gordon to obtain from Mr. Young, before he finally leaves the ship, a written document stating his wishes as to the time a ship should be off the Zambezi to embark the expeditionary party on their return, and I shall be guided accordingly.

4. Mr. Young entered two Africans at Cape Town to join his party, and at his request I have authorized payment from the public money in the naval yard of 2*l.* per month each for the support of their families.

I have, &c.
(Signed) R. PURVIS.

No. 68.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," at St. Helena, July* 28, 1867.

WITH reference to my letter of the 12th February last, and to my letter of 23rd May, 1867, Rear-Admiral Vicomte Fleuriot de Langle, commanding the French squadron on the West Coast of Africa, who is now here in the frigate "Zénobie," has informed me, that a few weeks ago one of the cruizers under his orders captured, a little to the northward of Cape Lopez, a large canoe, with thirty-four slaves on board, which were being conveyed from that part of the coast to the Portuguese Island of St. Thomas. The crew of the canoe, about seven in number, were coloured men all speaking Portuguese.

The Rear-Admiral had sent the canoe for adjudication.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 69.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," at Jellah Coffee, September* 1, 1867.

I HAVE the honour to request that you will inform the Lords Commissioners of the Admiralty that, on the 28th of July last, Her Majesty's steam-vessel "Investigator," under the command of Lieutenant Albert Elms Kay, proceeded on this year's expedition up the River Niger. I inclose copy of the orders given Lieutenant Kay by Commander M. S. L. Peile, senior officer of the Bight's Division, who accompanied the "Investigator" in the "Espoir" to the Nun entrance.

2. No presents for the chiefs in the river having arrived from England, Commander Peile purchased at Lagos such articles as were recommended by his Excellency Commander J. H. Glover, the Administrator there, as being best suited for the purpose, and which, by the kind assistance and advice of his Excellency, were made into separate parcels, and directed to the various Chiefs mentioned in the inclosed list.

3. It being found necessary in former expeditions to hire a boat for conveyance of wood to the "Investigator," Commander Peile judiciously sent the "Vindictive" pinnace in tow of her for use in that service, and also to lay out anchors, if necessary, her own boats not being large enough.

4. The instructions given for the preservation of the health of the crew are similar to those embodied in the Station Order Book, 1867.

5. Mr. Lyons M'Leod, Her Majesty's Consul for the districts bordering on the Niger and Tchadda Rivers, took passage in the "Investigator" to his post at Lukoja.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 69.

Orders addressed to Lieutenant-Commander Kay.

Memorandum. *"Espoir," at Lagos, July* 25, 1867.

AS soon as you have completed provisions to seventy days, and received such medical comforts as the Assistant Surgeon may consider necessary, you will proceed, under convoy of the "Espoir," to the mouth of the Nun, where, after having taken on board as much coal as you can stow, and landed at the factory of Akassa a sufficient quantity (ten tons) to insure your being able to steam back to Lagos, you will proceed up the river to Lukoja, and to such places as may seem advisable to carry out the motives of the expedition.

2. The object of the investigation is to cultivate friendly relations with the tribes living on the banks of the river, and to open communication for the purposes of trade. You will therefore visit such places, and take such steps as appear most likely to further these objects, paying due attention to the wishes of the Consul as long as they do not conflict with these orders.

3. You will avoid all collision with the natives, and not resort to force, except in the last extremity to protect Her Majesty's property or the lives of Europeans; and you will bear in mind that you alone are responsible for the safety of your ship and her crew, and that no requirements the Consul may make will relieve you of this responsibility.

4. The passage through the Delta is to be made as quickly as possible, and, should your provisions last, you may remain in the river sixty days, provided your crew are healthy, but should any serious cases of sickness attack the crew, you will immediately return to Lagos, informing me by the first opportunity of your having done so.

5. During the expedition you will receive on board the "Investigator" such officials as the Consul may require to accompany him, and you will bring from Lukoja Mr. Fell, late in charge of the Niger Mission.

6. I inclose a copy of the instructions of 1864 from the Medical Director-General for the preservation of health, and of the precautions recommended by Mr. J. R. Sweetman, late Assistant Surgeon of the "Investigator," to which you will pay the strictest attention.

7. As his Excellency the Administrator, Commander Glover, has kindly given you all information and advice necessary for the expedition, there only remains for me to impress on you the necessity of having a good supply of fuel on board whilst in the hostile parts of the river, and the advisibility of keeping your vessel as near mid-stream as possible, and sending your men below when passing unfriendly villages.

8. Prior to leaving Lagos you will receive on board Government presents (of which the greatest care must be taken, as they contain valuable silks, glass, &c.) for the different chiefs, and deliver them as directed. You will also take up and deliver anything his Excellency Commander Glover may wish to send, and receive such presents as the chiefs may desire to give to him.

9. On your return to Lagos you are on no account to cross the bar without a pilot.

10. I shall be at Lagos about the 3rd October, where I shall expect to meet you.

11. You will pay the strictest attention to the pinnace towing astern of you, always keeping two Kroomen in her, and a look-out man on your tafrail.

(Signed) M. S. L. PEILE, *Commander, Senior Officer, Bights Division.*

To Lieutenant and Commander Albert E. Kay,
Her Majesty ship "Investigator."

Inclosure 2 in No. 69.

List of Parcels sent to Rabba, &c., by Her Majesty's ship "Investigator."

ONE parcel addressed to Angama; one parcel addressed to Chief of Ebo; one parcel addressed to Assamare; one parcel addressed to King of Quitela; one parcel addressed to King of Idda; one parcel addressed to Minga; one parcel addressed to Egga; one parcel addressed to Seriki Rdd, or Admiral of River Kaduna, mouth of and five parcels addressed to King Massabah.

Received at Lagos, this 25th day of July, 1867.

(Signed) A. E. KAY, *Lieutenant.*

No. 70.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.) *"Bristol," September* 28, 1867.

CAPTAIN STIRLING, of Her Majesty's ship "Greyhound," has not heard of any slave-trading, excepting a report of the renewal of the petty trade between Cape Lopez and St. Thomas and Prince's Islands, and legal trade is steadily increasing. The merchants inform me that the increase in trade this year has been remarkable, and exceeded all expectation.

5. The Portuguese corvette "Duque de Palmella" arrived off Shark's Point on the 23rd instant from St. Pauls de Loanda, and obtained from the natives the gun captured by them from the schooner-of-war "Napier," in November last, in the San Antonio Creek affair, reported in my letter of the 18th December, 1866.

6. The day before I left the Bights (6th September), a report reached me from Lagos that the "Investigator" had been on shore off Mebhanna, in the Niger, for five days; that the natives had fired on her, and killed one man (a Krooman) and wounded

four others; provisions and stores had to be thrown overboard; that she had arrived at Onitsha, and obtained provisions from the merchant steamer "Thomas Bayley;" and that Her Majesty's Consul (Mr. Lyons M'Leod) was sick; but I have not yet received any information from the Lieutenant commanding, Albert E. Kay.

7. Commander M. S. L. Peile reports from the Bights (18th September, 1867) that there had been disturbances amongst the inhabitants at Accra, necessitating the employment of the troops.

No. 71.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Bristol," off Shark's Point, River Congo.*

REFERRING to my letter of 25th May last, and the 6th paragraph of that of 12th July last, relating to the detention by natives near Kabenda of Mr. Boyle, Agent for the Factory of Messrs. Hatton and Cookson at that place; I have the honour to forward extracts from a letter of Commander C. A. P. V. Robinson of the "Mullet," dated 30th June last, then Senior Officer of the South Division reporting the successful measures taken to obtain the release of Mr. Boyle.

Their Lordships will observe that this gentleman is reported to have been drunk at the time he placed himself in the power of the natives.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 71.

Commander Robinson to Commodore Hornby.

(Extract.) *"Mullet," Kabenda Bay, June* 30, 1867.

ON the evening of the 29th I anchored in Kabenda Bay in company with "Torch," and at once communicated with the representives of Mr. Peter M'Cullogh. I was informed that Boyle was still detained by Mambosko, the Chief of Yahe, and that Mr. M'Cullogh was expected daily in the barque "Helen."

On the 2nd June Mr. M'Cullogh arrived in the "Helen." Having seen Mr. M'Cullogh in presence of Commander Douglas, and inquired particularly into the circumstances connected with Boyle's detention, it appeared to me that his going to Mambosko was a very foolish act, and I was informed that at the time Boyle went he was drunk; but as he had consulted Francisco Franque, the Chief of Kabenda, under whose protection the factories and English traders are placed, and as he had advised Boyle to go, and no doubt would have had a share of any ransom that might be paid, and as Mambosko is quite out of our reach, I decided on making Francisco Franque responsible. Mr. M'Cullogh having agreed to settle any just claims that might be made against his factory, I landed with him and Commander Douglas, and called on Francisco Franque on the afternoon of the 2nd. I informed Franque that my business was to obtain Boyle's release. He wished to appoint a day to talk the affair over and to procure an interpreter; but as he understands and speaks English, I told him I could not allow of any further delay in settling the affair; that as Boyle was residing at Kabenda under his protection, and had asked and acted on his advice as to going to Mambosko, I expected him to obtain Boyle's release and bring him in the following day. I told him no ransom should be paid for Boyle's release, but if any just claims were made against Mr. M'Cullogh's factory they should be considered, but if he did not bring Boyle in I should inflict punishment on him and his people. After some hesitation and discussion with his people, Francisco Franque promised to start early on the following morning and obtain Boyle's release.

On the afternoon of the 3rd, having manned and armed the boats of the "Torch" and this vessel, I landed, accompanied by Commander Douglas. Leaving the boats near the beach, we went to the factory of the African merchants, where Francisco Franque was to bring Boyle. We were informed that Franque had not yet returned from Yahe; but it was known that he was on his way in, having had a long palaver with Mambosko. At 7 P.M. Boyle was brought in, apparently none the worse for the treatment he had received at the hands of Mambosko. Franque did not come to the factory that evening, excusing himself on the plea of fatigue, but he asked for a meeting the next day.

On the afternoon of the 4th, Franque came to Mr. M'Cullogh's factory, and then acknowledged that there was not any claim against Mr. M'Cullogh, either on his part or Mambosko's.

Although there is, I think, little doubt that Francisco Franque knew quite well that Mambosko would detain Boyle when he advised the latter to go to Yahe, yet as Franque had so immediately complied with my demand to obtain Boyle's release, and as Mambosko, the actual aggressor in this case, was quite out of my reach, I did not consider it would be advisable to inflict any punishment, more especially as I consider Boyle was in a great measure to blame for going to Yahe at all, he having been strongly advised by all the English residents at Kabenda not to go, as Mambosko would certainly detain him, besides which the interests of the company of African merchants had to be taken into consideration, and their agent, Dr. Hilliard, was absent from Kabenda, and I had no means of communicating with him.

I arrived same evening (13th June) at Kabenda. Commander Douglas reported that Mambosko had been at Mr. M'Cullogh's factory that day, with a large number of armed followers, and had demanded rum, which was refused him. He then made a disturbance with Francisco Franque, who happened to be at the factory; after which he left without doing any damage. Both agents for the factories at Kabenda speak of closing them, as they consider the risks to property are too great.

No. 72.

Commodore Hornby to the Secretary to the Admiralty.

"*Bristol*," *at Sea, Lat.* 7° 26′ *S., Long.* 9° 24′ *W.*,
November 25, 1867.

SUBMITTED for the consideration of the Lords Commissioners of the Admiralty:

2. Although this is the first case of murder by an European servant of an English factory that has been brought to my notice, several gross outrages, such even as shooting at a native with intent to kill him, have been reported.

3. Looking at the rapidly increasing trade on this coast, it appears desirable either that the jurisdiction of the Consuls at Fernando Po and Loanda should be extended so as to cover the whole extent of coast, or that special instructions should be sent out for the guidance of the Naval Officers.

4. As a rule it is not possible to produce evidence except on the spot where the crimes are committed, as the negroes cannot be induced to leave their homes.

5. Naval Officers are constantly called upon to interfere in disputes between their own countrymen and natives, and generally find it necessary to favour the former; on the other hand it is desirable that they should have some control over them, when they are guilty of such acts as herein reported.

6. I first heard of this murder having been committed from Acting-Commander A. T. Powlett, who, on visiting the Fernan Vas in the "Assurance" in September last, at the request (see inclosure) of Mr. R. R. N. Walker, Agent of Messrs. Hutton and Cookson's Factory, witnessed the depositions made by the natives in the matter against Xavier, who in the meantime had taken refuge in the Gaboon territory.

(Signed) G. PHIPPS HORNBY

Inclosure 1 in No. 72.

Acting Commander Lawson to Commodore Hornby.

Sir, "*Mullet*," *River Fernan Vas, November* 13, 1867.

WITH reference to a verbal order from you for me to proceed to the Fernan Vas River to investigate a case of the murder of a native said to have been committed in that river by a Portuguese named Inan Xavier, serving in the English factory belonging to Messrs. Hatton and Cookson, I have the honour to report that, on my arrival off the river, I communicated with Mr. Barton, the agent at the English factory, six miles from the mouth of the river.

The next day I went up the river with him, staying the night at his factory; and on the following morning proceeded to Lisbon factory, a distance of twenty-one miles, where the murder was committed.

I found, from the evidence of Jasseno, Chief of the adjoining village (who was an eye-witness of the act), that the murder had undoubtedly been committed, the man having been first barbarously flogged, and his death then caused by a red-hot copper rod being inserted up his fundament. Xavier's wife was present at the time of the murder. The Chief also told me that Xavier's wife had kicked a woman to death. The man Xavier is now before the French authorities at Gaboon.

On my arrival at Brooklyn factory the next day, the agent, Mr. Creston, informed me that Mr. Walker, who has taken the case in hand at Gaboon, wrote him that Xavier had been acquitted, but that the Admiral had ordered another trial, on his (Mr. Walker) saying that he should lay the case before our Government.

Mr. Walker further says that the French Admiral intends to send a vessel to the Fernan Vas River to hoist the French flag and take possession: all the traders in the river are very much against this proceeding.

I was detained in the river five days on account of the surf, which was too high until Wednesday to allow the boats to communicate with the shores.

I wish to call your attention to the extreme kindness of Mr. Barton, the agent at the first English factory up the river.

I have, &c.
(Signed) R. H. C. LAWSON.

Inclosure 2 in No. 72.

Mr. Walker to the Commanding Officer of Her Majesty's ship off the Fernand Vas.

Sir, *Fernand Vas, September* 22, 1867.

I HAVE the honour to beg for your assistance in a matter of some importance, particulars of which I will state as briefly as possible.

The factory in this river belonging to my employers, Messrs. Hatton and Cookson, of Liverpool, was for some years under the charge of Josh. Xavier, a Portuguese, who lately became suspected of various malpractices which I came here three months since to investigate, and found indubitable proofs of his having been guilty of peculation, embezzlement, slave-dealing, and murder—the last under circumstances of the most revolting and atrocious nature. I forwarded depositions of several native witnesses to the agent of the firm in Gaboon, to enable him to take proceedings against Xavier; but it appears that the case is likely to fail in consequence of the statement of the

natives not being taken and certified by some duly-authorized officer. Under these circumstances—having heard of your arrival off the mouth of this river—I venture to apply to you, trusting that you will act in this matter, and enable me to take to Gaboon fresh copies of the depositions, duly authenticated by your signature, or that of some officer of the ship under your command, in which case I have no doubt of being able to obtain a conviction.

I am unable to leave the factory, or would come off to see you instead of addressing you in writing. Trusting that this appeal may not be made in vain, and awaiting your reply, I have, &c.

(Signed) R. R. N. WALKER, F.R.G.S.

EAST COAST OF AFRICA STATION.

No. 73.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, "*Highflyer*," *Aden, November* 5, 1866.

I HAVE the honour to inform you that after sending you my last report on the 12th October I completed coaling, victualling, and provisioning, and in consequence of a letter I received from the officiating Political Resident I proceeded on the 29th ultimo to Makulla where I arrived on the 31st.

After an interview with the Nakub, I concluded there was no necessity for my remaining at Makulla, and I accordingly returned to Aden. I leave here to-morrow for Seychelles and Zanzibar, calling at Magadoxa and Brava, to make inquiries concerning the British captives who are supposed to be imprisoned among the Somalies.

I have been requested by the officiating Political Agent here to give a passage to three German gentlemen who are under the impression that Baron von der Decken is still alive; I have tried to disabuse them of the idea, but I cannot succeed; and as I have instructions to aid the Baron in every way I feel obliged to take them, though I have informed them they were going to almost certain death.

I have, &c.
(Signed) T. M. SABINE PASLEY.

Inclosure in No. 73.

The Officiating Political Resident at Aden to Captain Pasley.

Sir,

INTELLIGENCE has just reached me that the Sultan of Hadramant, in Arabia, has made a descent on the town of Shihir, on the coast, and taken possession of it from the Nakub Ali Ben Najir, who, with his family and retainers, has sought refuge at Makulla; the latter is, I hear, certain to be attacked also, and as there are numerous Indian merchants under British protection resident there, it would be desirable, on their account, and also to the interest of trade, and to the advantage of the Nakubs Ali Najir, of Shihir, and Sillah Mahommed, of Makulla, both friends of the British Government, if you could make it convenient to visit Makulla, to protect British interests and render such assistance on arrival as the exigencies of the case may, in your opinion, demand.

I have, &c.
(Signed) G. R. GOODFELLOW.

No. 74.

Commander Parr to the Secretary to the Admiralty.

Sir, "*Lyra*," *off Cape St. Andrew, Madagascar Island, September* 5, 1866.

I HAVE the honour to report that the boats of Her Majesty's sloop under my command, captured a dhow on the 3rd of September, 1866, off Cape St. Andrew, Madagascar Island, having neither papers or colours, and having on board at the time of seizure 176 slaves, as specified in the annexed return. I received the slaves on board for passage to a British settlement, and the crew were landed at Boyanna Bay at their own request. I destroyed the dhow by scuttling her, she being unfit to proceed to a port of adjudication.

I have, &c.
(Signed) ROBERT A. PARR.

No. 75.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, *"Octavia," at Bombay, February 9, 1867.*

WITH reference to your letter of the 27th of April, 1866, directing steps to be taken to endeavour to discover any of the survivors of the ship "St. Abbs," wrecked on the East Coast of Africa in 1855, and also of a ship's crew supposed to have been wrecked on the Somali Coast in January, 1866, I have now the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter just received from Captain Pasley, Her Majesty's ship "Highflyer," dated 29th November, 1866, by which their Lordships will observe that, after his making all inquiries, he entertains no hope of any of the crew of these ships being alive on the East Coast of Africa.

2. I also have the honour to inclose a copy of a Treaty Captain Pasley has entered into with the Chiefs of Brava, to the effect that "in case of any European ship or vessel should be wrecked on the Somali Coast, in future, the crews shall be well-treated, and taken care of, and sent to Zanzibar by the earliest opportunity, the Governor to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and also recompense the salvors with handsome presents," which I have approved of (a copy of my letter to Captain Pasley inclosed), and which I trust will likewise meet with the approval of their Lordships, together with a copy of a letter I have addressed to his Excellency the Governor of Bombay, requesting him to give directions to Political Agent at Zanzibar that in the event of any shipwrecked Europeans being sent to that port this Treaty may be complied with.

I have, &c.
(Signed) CHAS. T. HILLYAR.

Inclosure 1 in No. 75.

Captain Pasley to Commodore Hillyar.

Sir, *"Highflyer," Seychelles, November 29, 1866.*

WITH reference to your letter of the 24th May and 9th June respecting the probability of there being some survivors of the crew of the "St. Abbs," wrecked in 1855, and also of a ship's crew supposed to have been wrecked on the Somali coast about January 1866, I have the honour to inform you that:—

1st. After leaving Zanzibar on the 24th August, I called at Brava and Magadoxa on my way north. I heard at Brava a report of one white man being a prisoner about four days' journey from Maisheek, on the caravan route between Berbeck and Brava. The Sheik promised to make inquiries, and I told him I should call on my way south and give him 100*l.* for every white shipwrecked prisoner he could produce. At Magadoxa I could gain no intelligence, the natives being very savage, and not allowing the interpreter to go to the town. At Ras-el-Khyle the south-west monsoon was blowing too hard to allow me to land.

2ndly. On my return south, I called at Ras-el-Khyle on the 14th November, and gained the following information from a Chief called Mahomodo. About the beginning of this year a vessel was wrecked at Howeea, which he describes as fifteen days' journey south of Ras-el-Khyle, and the crew, with one exception, were supposed to have been murdered by the Somalies.

Mahomado says that after that he saw a man land from the wreck in a boat with a book, supposed to be a bible, and the Chief of Howeea, Iciaad by name, had given him to a man called Araal Housin to be taken to Zanzibar, and no more had been heard of him. I have no reason to doubt this story, as in case of a wreck, even of a dhow, the Somalies will flock to it for miles round; and the people at Ras-el-Khyle seemed well-disposed to us, swimming our interpreters through the surf, when without their help they would certainly have been drowned, and they had nothing to gain by telling us a falsehood.

I called at Brava on the 19th, and on the 21st I had an interview with the Chiefs of Brava on board the "Highflyer." There were two Arabs and three Somalies, Sheiks, the head man being a very respectable looking Arab. He told me he had not been able to gain any intelligence of any white men being detained in the interior, and said they would not keep them alive. He seemed very positive that no white man was alive as a prisoner in the hands of the Somalies. I gave him a letter to Sultan Achmet Yousuf, Chief of the Somalies in the interior, a copy of which I inclose, and entered into an agreement with him to succour any shipwrecked Europeans on his coast, and send them to Zanzibar, stipulating that the English Government should pay him all expenses, and make him presents if he acted up to his word.

4. The Sheik of Brava told me that Sultan Achmet Yousuf, the Chief of the inland Somalies, had lately lost a great deal of his power and that the three towns of Brava, Magadoxa (?), and Market had put themselves under the protection of the Sultan of Zanzibar, and that the coast from Waisheck to Ras-el-Khyle was inhabited by different tribes of Somalies who acknowledge no authority except their own petty Chief. Along the whole coast, nearly 400 miles, there is no spot where a boat could land, and should there be any prisoners among these people (which I cannot believe), the best way to get to them would be from Aden by Somali agents on the caravan route from Beibeisk South. The Sheiks also told me that the whole of the coast north of Ras-el-Khyle was subject to Mahomet Yousuf of the Matscheideen (Miggexoteyn) Somalies, with whom I believe the English Government are now on friendly terms.

5. I trust that the inquiries I have made, and the answers I have received will be sufficient to satisfy the friends of the crews of these two ships that there is no hope for any of them being alive on the African coast.

The man mentioned as having been sent to Zanzibar should have arrived there in the end of February or March last, and as nothing has been heard of him I have no doubt he shared the fate of his unfortunate shipmates.

I have, &c.
(Signed) S. M. SABINE PASLEY.

Inclosure 2 in No. 75.

Commodore Hillyar to Captain Pasley.

Sir, "*Octavia*," *at Bombay, January* 9, 1867.

WITH reference to your letter of the 29th November last, I have to inform you that I entirely approve of the steps adopted by you to endeavour to discover whether any of the supposed survivors from the ship "St. Abbs" and of another ship wrecked on the East Coast of Africa were yet alive; and I consider you have acted with great judgment in concluding a Treaty with the Chiefs of Brava so favourable to the cause of humanity and for the safety of the lives of Europeans who may be unfortunately wrecked on the Somali coast.

When an opportunity offers I beg you will acquaint these Chiefs of the sentiments entertained by me on this subject.

I am, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 3 in No. 75.

Captain Pasley to the Sultan of Guida.

(Translation.) "*Highflyer*," *Brava, November* 21, 1866.

IN the name of God, the all-merciful, to his Highness Achmed Yousuf Mahomed, peace and health be with you, and the mercy of God, and His blessing be always upon you. The cause of this letter and its meaning is this:—

I, Captain Pasley, commanding the English man-of-war "Highflyer," Ambassador on the part of the Queen of England for the Somali Coast to look after all that has happened and happens. I have heard that you, Achmed Yousuf, are the Lord of the coast from Makdishe to Zambo, and that you are the Lord of all the people in the Interior; and the High English Government wishes you to be a friend of all European people, and to receive them well if their ships, by the commission of God, be wrecked on your coast, and to order your subjects to save their lives, and to give them to eat and drink, and to send them to Zanzibar. If you do so, the English Government would thank you very much, and would pay to the men a present besides their expenses, for the English Government like to be good and just to every man; and I desire you to make a Treaty with the English Government for friendship and good objects, and you will have great honour from the English Government for ever.

I desire from you an answer as soon as possible, addressed to the English Consulate at Zanzibar, wherein you will let me know at what place you intend to have the parley.

I have, &c.
(Signed) T. M. S. PASLEY.

Inclosure 4 in No. 75.

Treaty with the Chiefs of Brava.

I, THOMAS MALCOLM SABINE PASLEY, Captain in Her Britannic Majesty's Service, and now commanding Hor Majesty's ship "Highflyer" on the part of Her Majesty the Queen of England; and the Chiefs of Brava, and of the neighbourhood, on the part of themselves and of their country have agreed upon the following Articles:—

ARTICLE I.

In case any European ship or vessel sheuld be wrecked on the Somalie Coast in future, the crews shall be well treated and taken care of, and sent to Zanzibar by the earliest opportunity.

ARTICLE II.

The Queen of England, on the other hand, agrees to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and will also recompense the salvors with handsome presents.

Dated on board Her Majesty's ship "Highflyer," at Brava, this 31st day of November, 1866.

(Signed) SHEIK MAHOMED BIN HADJI HOWIS (for himself and the Chiefs).
T. M. S. PASLEY, *Captain and Senior Officer, East Coast of Africa.*
S. LONG, *Lieutenant.*
T. RAMSBOTHAM.

Inclosure 5 in No. 75.

Commodore Hillyar to the Governor of Bombay.

Sir, "*Octavia*," *Bombay, February* 9, 1867.

I HAVE the honour to transmit, for your Excellency's information, a copy of a letter I have just received from Captain Pasley, Her Majesty's ship "Highflyer," dated Seychelles, 6th November last, relative to his endeavouring to discover any of the supposed survivors from the wreck of the ship "St. Abbs," wrecked on the East Coast of Africa in 1855; as also of a ship's crew supposed to have been wrecked on the Somali Coast about January 1866; and it is with regret that I find from all the inquiries made by Captain Pasley that he entertains no hope of the crew of these vessels being alive on the East Coast of Africa.

2. I also inclose a copy of a Treaty Captain Pasley has entered into with the Chiefs of Brava, to the effect that "in case of any European ship or vessel should be wrecked on the Somali Coast in future, the crews shall be well-treated and taken care of, and sent to Zanzibar by the earliest opportunity, the Government to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and also recompense the salvors with handsome presents:" and I have the honour to request that your Excellency will give directions to Her Majesty's Political Resident at Zanzibar that, in the event of any shipwrecked Europeans being so sent to that port, this Treaty may be complied with.

I have, &c.
(Signed) CHAS. F. HILLYAR

No. 76.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, "*Octavia*," *at Bombay, February* 9, 1867.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, copies of letters I have received from the Bombay Government relative to anticipated disturbances at Zanzibar during the advent of the Northern Arabs at that place, together with an interesting letter from Captain Bedingfeld, Her Majesty's ship "Wasp," dated Zanzibar, 1st December last, on the same subject, as well as the Slave Trade as carried on there; also a copy of my letter to his Excellency Sir Bartle Frere, K.C.B., Governor of Bombay, by which their Lordships will observe that orders had previously been sent to the Senior Officer on the East Coast of Africa to keep a vessel at Zanzibar or immediate vicinity.

2. I have called the attention of his Excellency to paragraph 4 of Captain Bedingfeld's letter, wherein he states that "I am told that all the crews of the Bombay dhows are slaves belonging to people here; they are paid nominally 2 or 3 dollars for the voyage to Bombay and back. Many of them, however, never find their way back, and are taken on to the Persian Gulf;" and have suggested that the Arab dhows arriving at Bombay and the parts along the coast from the Mozambique and that part of the coast of Africa, as also those bound to the Persian Gulf, should undergo a most strict search by the Custom-house authorities at the respective ports of arrival and departure, for the purpose of ascertaining whether this nefarious practice actually exists.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 76.

The Secretary to Government, Bombay, to Commodore Hillyar.

Sir, *Bombay Castle, October* 22, 1866.

I AM instructed to forward to you the accompanying copy of a letter from the Acting Political Agent at Zanzibar, dated 27th August last, relative to a feeling of apprehension on the part of the European population of Zanzibar in connection with the approaching advent of the Northern Arabs at that port.

I have, &c.
(Signed) C. GONNE.

Inclosure 2 in No. 76.

Acting Consul Seward to the Secretary to Government, Bombay.

Sir, *Zanzibar, August* 27, 1866.

I BELIEVE that I am right in stating that a feeling of apprehension affects the European population of Zanzibar in relation to the annual advent of the Northern Arabs at this port. It is one in which I may be pardoned for showing, when I state that we shall be defenceless in the midst of some thousands of armed men, incensed and vengeful on account of our recent hostile proceedings in the Persian Gulf and on the Arabian littoral.

The Sultan would be powerless to protect us, and would bitterly deplore the occasion which at any time would prove his inability.

I would therefore beg the Government to consider the propriety of stationing permanently at this port some efficient vessel of the East African squadron during the approaching season.

The "Lyra" is at present south, the "Highflyer" north, of Zanzibar; the remaining vessels are either in the Indian waters, or under orders to proceed to Trincomalee.

I have, &c.
(Signed) G. EDWIN SEWARD.

Inclosure 3 in No. 76.

Commodore Hillyar to the Secretary to Government, Bombay.

Sir, "*Octavia*," *Trincomalee, November* 5, 1866.

I HAVE the honour to inform your Excellency, with reference to the letter of the Secretary to Government, Bombay, of the 22nd ultimo, and its inclosures, relative to a feeling of apprehension on the part of the European population at Zanzibar, in connection with the approaching advent of the Northern Arabs at that port, that I have given orders to the Senior Officer on the South-East Coast of Africa to direct a vessel to call at Zanzibar, and place himself in communication with the Political Agent there.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 4 in No. 76.

The Secretary to Government, Bombay, to Commodore Hillyar.

Sir, *Bombay Castle, November* 30, 1866.

I AM directed to acknowledge the receipt of your letter of the 5th instant, intimating the intended dispatch of a vessel-of-war to Zanzibar for the protection of British interests during the approaching advent of the Northern Arabs, and to convey to you an expression of the thanks of his Excellency the Governor in Council for the prompt attention you have given to the representation of this Government in the matter.

I have, &c.
(Signed) C. GONNE.

Inclosure 5 in No. 76.

Captain Bedingfeld to Commodore Hillyar.

Sir, "*Wasp*," *Zanzibar, December* 1, 1866.

IN the absence of the Senior Officer of the Division, I have the honour to inform you that grave apprehensions are entertained of serious disturbances here when the Northern Arabs arrive, in about a month from this time, and I have received an appeal from Her Majesty's Political Agent (a copy of whose letter I annex) to keep a man-of-war in the vicinity.

2. I fully concur with him that there is grave cause for apprehension, when these northern fanatics hear of the escape of the Sultan's sister in an English man of war; the muster most probably will be unusually large this year, as upwards of 20,000 negroes have already been imported, and they are daily arriving in large numbers.

3. The attempt to put down the Slave Trade under the present system, or even to check it, is simply a farce; and it is painful to hear and see all that is going on here with our flag flying in the harbour. These slave-dhows, crammed with wretched negroes from Kilwa, are paraded so as we may see them. Men on shore openly boast of the number that are sent north every year, and of even selling slaves in Bombay.

4. The Proclamation of the Sultan of the 1st January, 1864, prohibiting slaves being carried between the 1st January and the 1st May, is a neat bit of Eastern diplomacy, the "important concession," as it is called, being during the five months when it is next to impossible to bring the slaves over; the other seven they have fair wind and weather; and the average importation is, I hear, over 20,000 a season. I am told that all the crews of the Bombay dhows are slaves belonging to people here. They are paid nominally two or three dollars for the voyage to Bombay and back; many of them, however, never find their way back, and are taken on to the Persian Gulf.

5. The Collector of the Custom on slaves, of 2 dollars a-head, is a British subject, and still enjoying British protection, and has done so for many years; the Consul has, I believe, written for instructions about him.

6. By British protection alone the Sultan is kept on the Throne at this great depôt for slaves, and grand rendezvous of all the Arab pirates from the North. As soon as these scoundrels arrive, the people confine themselves to their houses after sunset, and you may see Surös swaggering about the streets in parties of eight or ten, fully armed; and neither the Sultan or his officers dare molest them. They have complete command of the place; and were it not for the fear of men-of-war making reprisals upon their dhows, I believe the lives of British subjects here would never be safe.

7. The Sultan, with most of his soldiers, will most probably be away at least six weeks. The Governor of the town is not particularly friendly to the English, and we shall therefore have to keep a sharp look-out.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

Inclosure 6 in No. 76.

Acting Consul Seward to Captain Bedingfeld.

Sir, *Zanzibar, November* 27, 1866.

THE yearly rendezvous at Zanzibar of some thousands of armed pirates and slave-stealers from the Arabian littoral is always a menace to order, and a danger to the large population under British jurisdiction in this Sultanat.

2. An accident may at any moment provoke these lawless hordes to a combination to the commission of outrages, which the local Government would be powerless to avert.

3. The coming season promises to be one of more than ordinary hazard in this respect, for the Northern Arabs have something to avenge. Recent acts of the "Highflyer" can have by no means added to their forbearance, or lessened their enmity towards us, and retaliation upon the virtually defenceless English and British-Indian population would be both easy and inviting.

4. Having reasonable and more than ordinary cause of appeal to the naval authorities for protection, I would solicit the safeguard of one of Her Majesty's ships-of-war during the coming pirate gathering. Its presence here, or in the close vicinage of Zanzibar, would allay apprehension and avert disaster.

I am, &c.
(Signed) G. EDWIN SEWARD.

No. 77.

Captain Bedingfeld to the Secretary to the Admiralty.

Sir, "*Wasp*," *off Kissewa Islands, January* 19, 1867.

I HAVE the honour to inform you that on the 5th instant the boats of this ship, under the command of Acting Lieutenant Pattisson, when near the Island of Qually, south of Cape Bouillon, detained a Mohilla dhow, with 37 slaves on board, and brought her to me at Quiloa.

Having ascertained that she was illegally carrying slaves, it being contrary to the Mohilla Treaty to carry slaves under any circumstances, I caused the slaves to be taken on board this ship (until an opportunity offers for sending them for adjudication), and the dhow, a small one of 48 tons, to be burnt, as she was quite unfit to send to our nearest Prize Court.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

No. 78.

Commodore Caldwell to the Secretary to the Admiralty.

Sir, "*Seringapatam*," *Simon's Bay, March* 18, 1867.

WITH reference to your letter of the 13th September, 1866, signifying their Lordships' directions for me to cause inquiries to be made with the view of ascertaining whether any slaving expeditions have recently left that portion of the coast of Africa under my command, I have the honour to request you will be pleased to inform their Lordships that with this object I dispatched the "Peterel" to the extreme limits of the stations on the East and West Coasts; and I am assured by Commander Gordon that the Slave Trade is extinct on the Cape of Good Hope station at the present time, and that it has not been carried on for a considerable period.

The intelligence I have received from various sources fully bears out this statement.

I have, &c.
(Signed) H. CALDWELL.

No. 79.

Captain Pasley to the Secretary to the Admiralty.

Sir, "*Highflyer*," *Zanzibar January* 19, 1867.

I HAVE the honour to report the capture and destruction of two slave dhows by the launch and cutter of Her Majesty's ship "Highflyer," under my command, on the 8th and 9th of January last on the Island of Pemba, and to inclose Lieutenant Fellowes' Reports of the circumstances.

I have, &c.
(Signed) S. M. S. PASLEY.

"*Octavia*," *at Bombay, March* 24, 1867.

Transmitted for the information of the Lords Commissioners of the Admiralty.

(Signed) CHAS. F. HILLYAR, *Commodore.*

The Secretary to the Admiralty.

Inclosure 1 in No. 79.

Lieutenant Fellowes to Captain Pasley.

Sir, *Launch of H.M.S.* "*Highflyer*," *Port Cockburn, January* 8, 1867.

I HAVE the honour to inform you that I this day destroyed a dhow, for the following reasons:—

1. No papers or colours.
2. Two slaves on board, one of whom had just been flogged for attempting to escape.
3. No one would own to being in command of her.
4. Her hold was arranged for the reception of a considerable number of slaves.
5. More cooking utensils than requisite for her crew, and a large quantity of manure.

I have, &c.

(Signed) J. FELLOWES.

Inclosure 2 in No. 79.

Lieutenant Fellowes to Captain Pasley.

Sir, *Launch of H.M.S.* "*Highflyer*," *at Port George, January* 9, 1867.

YESTERDAY, after a five hours' chase, I boarded a dhow in a small creek in Port George, completely deserted.

Seeing unmistakeable signs of her having just landed slaves, I dispatched the Interpreter to the Sheikh of the nearest town to ask him to deliver up the slaves. He returned an answer to the effect that the slaves were carried some way into the country, and consequently he could not assist me.

I remained by the dhow all night, in the hopes of some of them making their escape, but at 8 o'clock in the morning I heard that they were six miles up the country. I therefore destroyed her by fire.

This dhow was perfectly equipped for the Slave Trade, and bore unmistakeable signs of having just landed slaves.

The pass which I herewith transmit to you is a last year's one, and the only paper of any kind found on board.

I have, &c.

(Signed) J. FELLOWES.

No. 80.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, "*Octavia*," *at Bombay, March* 25, 1867.

WITH reference to my letter of the 9th February last, I have the honour to transmit for the information of the Lords Commisssoners of the Admiralty, copy of a letter from the Under-Secretary to Government, Bombay, of the 16th instant, and of its inclosure, by which it appears that Captain Bedingfield was misinformed when he stated that "I am told that all the crews of the Bombay dhows are slaves belonging to people at Zanzibar."

2. A copy of the inclosed letter and of its inclosure has been forwarded to Captain Bedingfield Her Majesty's ship "Wasp" for any further remarks he may have to offer on this subject."

I have, &c.

(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 80.

The Acting Secretary to Government, Bombay, to Commodore Hillyar.

Sir, *Bombay Castle, March* 16, 1867.

I HAVE the honour, under the instructions of the Right Honourable the Governor in Council, to forward to you, with reference to the 2nd paragraph of your letter dated the 6th ultimo, the inclosed copy of a letter from the Commissioner of Police, Bombay, dated the 6th instant, from which it will be seen that the crews of the Arab dhows arriving in Bombay are said not to be slaves.

I have, &c.

(Signed) W. WEDDERBURN.

Inclosure 2 in No. 80.

The Commissioner of Police, Bombay, to the Secretary to Government, Bombay.

Sir, *Bombay, March* 6, 1867.

WITH reference to the resolution of Government dated 25th ultimo, calling upon me to consult with the Commissioners of Customs, and to submit any observations or suggestions I might have to afford with regard to the Report made by Captain Bedingfeld, R.N., to the effect "that all the crews of the Bombay dhows are slaves," I have the honour to submit my reply.

I beg to state that every precaution is taken by the water-police to guard against the importation or exportation of slaves. On the arrival of all Arab dhows in Bombay harbour, they are immediately boarded by the water-police, and well searched; their crews and passengers are mustered, and previous to their being allowed to leave the port again, the same precautions are adopted; and, if all is found to be satisfactory, a certificate to this effect is signed by the Deputy-Commissioner of the Water Police and the Senior Magistrate, without which the Nacoda is unable to obtain his port-clearance from the Customs authorities.

After consulting with the Commissioner of Customs and Deputy-Commissioner of Customs, and Deputy-Commissioner of the Water Police, an officer of long experience in the harbour, I am of opinion that the crews of the Arab dhows arriving at Bombay are not slaves; they are constantly on shore, and never complain of undue restraint, though they have every opportunity of doing so; and in this opinion the Commissioner of Customs has authorized me to say that he fully agrees.

I have, &c.
(Signed) F. H. SOUTER.

No. 81.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, "*Octavia*," *at Bombay, April* 8, 1867.

I HAVE the honour to make my report on the Slave Trade on the East Indian Station under my command for the year ended 1866.

2. Their Lordships are already in possession of the Reports of Captain Bedingfeld, Her Majesty's ship "Wasp," and Lieutenant and Commander Garforth, of Her Majesty's steam-vessel "Penguin," dated respectively the 25th and 30th June, 1866, and forwarded to you in my letter of the 11th July last, which, with the additional Reports from Captain Pasley, the present Senior Officer on the East Coast of Africa, and Commander Parr, of Her Majesty's ship "Lyra" to 31st December, 1866, I now have the honour to transmit, will furnish their Lordships with a good knowledge of all the facts connected with this nefarious traffic in slaves that I am aware of up to the present time.

3. I have much pleasure in bringing to their Lordships' notice the zeal and activity shown by the Captains and Commanders under my orders, and their exertions to carry into full effect the object of Her Majesty's Government for the suppression of the Slave Trade, which has been attended with the following results of captures up to this time.

	Dhows.	Slaves.
Highflyer	11	563
Wasp	9	78
Lyra	2	303
Pantaloon	6	212
Penguin	3	28
	31	1,184

Making a total of 31 dhows and 1,184 slaves.

4. Notwithstanding this apparently severe check, I regret to inform their Lordships that it is as brisk as ever, and I am convinced that so long as His Highness the Sultan of Zanzibar is allowed to collect any number of slaves in his dominions for exportation at the convenience of the Slave-dealer, and to elude the vigilance of the cruizers, there is but little prospect, with the small numbers of vessels under my command, and the large extent of coast to guard, of being able to put an effectual check to it; and in this opinion I am borne out by Captains Pasley and Bedingfield. I will merely quote extracts from these officers' letters to corroborate this opinion:—

1. In Captain Bedingfeld's Report on the Slave Trade dated 25th June, 1866, paragraph 3, he states—"Slaves are shipped in the harbour of Zanzibar at all times, even when men-of-war are laying there, and of course with the knowledge of the authorities; it is simply a matter of dollars if you get information or not.* The

* If the slave-dealers are liberal you will hear nothing of it, but if, on the other hand, the prize-money and the dollars you offer prove the greater temptation, you will get all the information you want.

Consul's own interpreter declared to me a dhow had not taken in her slaves and would not sail for some days, when he must have known perfectly well that she had not only shipped her slaves but had made off, and I captured her the following morning. She succeeded, however, in landing half her slaves on the island of Zanzibar before I could board her.

"As a standing rule, not an Arab in Zanzibar is to be trusted."

2. Again in his letter of the 1st December, 1866, paragraphs 2 and 3, forwarded to their Lordships in my letter of the 9th February, he states that "Upwards of 20,000 negroes had already been imported and they are daily arriving in large numbers." That the attempt "to put down the Slave Trade under the present system, or even to check it, is simply a farce, and it is painful to hear and see all that is going on here with our flag flying in the harbour.

"These slave dhows, crammed with wretched negroes from Kilwa, are paraded so as we may see them, men on shore openly boast of the numbers that are sent North every year, and of even selling slaves in Bombay."

3. Also in Captain Pasley's report of the 21st December last paragraph 22 is stated, "I do not believe that any impression can be made on the Slave Trade as long as the Sultan of Zanzibar is allowed six months in the year to collect his slaves at the most convenient spot for eluding the British cruizers (which is generally changed every year) which are so few that the Sultan can generally know where they are, and when they get a chance they all run at once, and the season is over till the monsoon slackens again;" and I am also of opinion, from the information derived from this officer, that as long as slaves can be purchased in the Zanzibar market for five dollars each and sold for seventy to eighty at Maculla, and at a much higher price up the Persian Gulf, the temptations offered of such a lucrative trade to these northern pirates will be too powerful for them to resist.

5. The only information I have received of any vessel being engaged in the conveyance of slaves from the Mozambique across the Atlantic is contained in the third paragraph of Commander Parr's report sent herewith, wherein he states:—"Whilst at Port Mozambique, in August, I heard that a Spanish barque, supposed to be the 'Duke of Tetuan,' had tried to get away with a full cargo but had got on shore, and had been obliged to land her slaves somewhere in the neighbourhood of Inhambane or Quillimane. I therefore conclude that the trade is still active in the Mozambique Channel."

6. My letter of the 26th February last, will have informed their Lordships that I do not agree with the proposal of Mr. Seward, Acting Political Agent at Zanzibar as to the advisability of purchasing and forming a Naval Depôt on the barren island of Abel Koori, &c.

7. I may here observe that the "Vigilant" and "Penguin" have been undergoing repairs of boilers, &c., for the last six months, but they are now complete and efficient vessels.

8. In conclusion, I beg to state that my most strenuous endeavours during the coming season will be used to carry out the views of their Lordships for the suppression of the Slave Trade; and I propose cruizing in the "Octavia" along the coast of Arabia for this purpose.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 81.

Captain Pasley to Commodore Hillyar.

Sir, "*Highflyer*," *Zanzibar, December* 31, 1866.

AFTER my arrival at Zanzibar on the 17th of June, I had no opportunity of employing Her Majesty's ship under my command in the suppression of the Slave Trade until the 28th July. During this period dhows were constantly employed bringing slaves over from Africa to Zanzibar, as many as three dhows frequently discharging their cargoes on the beach at the same time; the average number of slaves in each dhow being I should fancy about 120. It is impossible to believe that all these slaves are required for this island and Pemba, but I have not been able to ascertain the number of slaves that pass through Zanzibar in one week.

2. On the 28th July, at Zanzibar, I learnt through the interpreter that an Arab dhow was about to embark a cargo of slaves at Kokotoni, a village on the north-west coast of Zanzibar. I accordingly sent the launch down to intercept her, and followed the next day in the "Highflyer." We were rather too soon, for only a few slaves were on board, and the captain was on shore with the boat, and would not return when he saw our flag. This vessel had no papers or flag of any kind. I learnt from one of the slaves that she was to have taken in her slaves at Kokotoni, and the food for them at Pemba.

3. On the 21st August I learned from the interpreter that several large dhows lying in the harbour had been furnished with Custom-house passes to carry slaves to Lamoo, but that in reality they intended to run for Arabia, Muscat, Soor, and Maculla being the chief ports of disembarkation; and the following day I learned the same

officially from the Acting Political Agent, and saying that these vessels were only waiting for me to leave Zanzibar to commence running with the end of the south-west monsoon. I accordingly left Zanzibar on the 24th, and ran up to Port Durnford, off which place I remained till the 27th, when I found a dhow to leeward of me, which I captured. She was an Arab dhow, bound for Maculla, with 151 slaves on board, and had left Zanzibar the same day as we did, and came through the Pemba Channel.

4. On the 30th August I anchored off Brava, where I found very fair anchorage in 11½ fathoms high water and 10 fathoms low water springs, with the Manara Tower south 75° west, and west x Baretti rocks north south-east. The dhow harbour was empty, and the landing very bad, although the water was comparatively smooth, as the south-west monsoon was then very light. I made inquiries of the Sheikh concerning the European prisoners who are supposed to be detained among the Somalies, and he said there was a rumour of one about four days' journey from the Waasbeck, and that he would make every inquiry, and let me know with what success on my return from Aden.

5. On the 1st September, coasting along the land, I looked in at Murkah, but saw no dhows, and in the evening anchored at Magadoxa in 13½ fathoms, Humaroni Tower north 23° west, Tower on extreme right of the town north 23° east. The holding-ground is very good, of hard dark sand, but the anchorage is entirely exposed to the west monsoon. On sending the interpreter into the harbour to communicate with the Shiekh, he was nearly killed by the Somalies bushmen on account of his light colour, but some of the towns people who were a little more civilized than the bushmen (in consequence of their mercantile dealings with Zanzibar), rescued him, and sent him off to the boats without having succeeded in delivering his message. This took place within a few yards of our cutters which were lying armed just outside the surf. There were several dhows in the harbour, but all honest.

6. On the 5th of September I anchored under Ras Mabber to look out for dhows passing north. You may anchor anywhere to the northward of the cape within three-quarters of a mile from the shore in from 5 to 7 fathoms, hard sand and good holding-ground. We found the breeze freshen every day at noon, and increase in strength till 2 P M., when it blew a fresh treble-reefed topsail breeze, with sharp gusts off the cliffs till midnight. The native Somalies were pretty friendly; too wretched to be troublesome, and almost starving; no dhows having called lately to give them grain for their water. They had been living for some time wholly on shark's flesh. On the 7th, finding a case of small-pox among the slaves, I sailed for Aden, where I condemned both the above-mentioned dhows.

7. I left Aden on the 12th September, and passed Guardafui (Ras Asir) on the 15th, when I found the south-west monsoon blowing as strong as ever, and a very heavy sea running. Thinking it very unlikely for any dhow to run in such weather, I anchored under Cape Guardafui on the 18th, in 12½ fathoms, about quarter of a mile from the shore. The gusts of the high land were very sharp, but the holding ground was good, and the current always setting to the eastward caused the ship to ride easily.

8 On the 22nd September I heard from the Somalies that a dhow was landing her slaves at Warditohum, a few miles south of Guardafui, having heard that we were in the vicinity. I went round and found her badly bilged and deserted, having evidently just landed a large cargo of slaves. The natives told me they were going to march to Alulan, and from there take an opportunity of running over to Maculla. She was fitted to carry about 200 slaves; I had her measured and destroyed.

9. On the 24th September, steaming to Ras Haffoon, chased a dhow under Ras Ali Nesh Anail, and as she proved honest, anchored under the cape for the night in a small bay well sheltered from the southward in 5½ fathoms, sand, good holding ground.

10. On the 28th September, lying under Ras Haffoon, chased and captured a Zanzibar dhow bound for Maculla, having shipped a cargo of grain for Brava. I have every reason to believe she had carried a cargo of slaves to Brava, and she had still 6 slaves on board; as she was leaking badly I destroyed her.

11. On the 29th September, at anchor under Cape Guardafui, we saw several dhows becalmed which had passed the cove at night, and observing one run on shore and land her slaves, I steamed up to her, and by throwing a few shots over their heads, succeeded in bringing the slaves back, but the Arab crew concealed themselves among the cliffs and escaped. We rescued 117 slaves; this dhow was from Zanzibar to Maculla.

12. On the 30th September, at Cape Guardafui, saw a small dhow becalmed off the Cape; brought her in and found her to be an Arab vessel from Zanzibar to the Arabian coast with 150 slaves on board; this dhow was in a wretched condition and was destroyed.

13. On the 3rd October off Cape Guardafui, we captured a small Soori dhow from Zanzibar to Maculla in very bad condition, and leaky, with 118 slaves on board. In the evening we saw some large dhows at anchor off Booah; stood in to examine them; they were honest; bound for India, and watering. The anchorage shoals gradually from 10 fathoms line, about two miles off shore to the beach bottom, fine sand.

14. On the 5th October, while examining a small fleet of dhows running past the Cape I detained a small dhow with 3 slaves on board from Mombaza to Maculla; not being at all satisfied either with the captain or the crew, I took them to Aden, where all the crew, except the captain, were condemned as slaves.

15. The same day seeing a dhow to windward of us running for the land, chased, but could not prevent her running on the beach and landing about 50 slaves; she had a half cargo of rice, and broke up very quickly; there was no necessity for burning her.

16. On the 9th October, finding symptoms of small-pox among the slaves, and the south-west monsoon apparently failing, left for Aden and condemned all the dhows in the Vice-Admiralty Court.

17. The number of the dhows captured by the "Highflyer" during the last six months has been nine, amounting to 647 tons; of these two ran on shore and landed their slaves, one ran on shore and we recovered the slaves, and the other six had slaves on board. Total number captured 561; of these 6 were landed at Seychelles, and 551 at Aden, 4 having died in the "Highflyer" by dysentery contracted on board the dhows.

18. On my arrival at Seychelles on the 29th November I heard that Commander Parr in the "Lyra" had landed 165 slaves, the cargo of a dhow captured by him off Cape St. Andrew in Madagascar. No other captures have been made

19. In order to give some idea how lucrative the trade of slaves to any captain who runs a cargo, I may mention that in the dhow captured by me on the 30th September, papers were found in her showing that she had been hired at Zanzibar for the voyage to Maculla for 30 dollars; she had 150 slaves on board who had been bought for from 5 dollars to 7 dollars a-piece, which is about the average market price at Zanzibar; none of these were to be sold at Maculla for less than 70 dollars, and some for not less than 80 dollars, so that the dhow and cargo would have cost at Zanzibar in round numbers 930 dollars, while the lowest price for the slaves at Maculla would be 10,500 dollars, leaving a profit to the owner of 9,570 dollars to pay for the slave food and the crew, besides having the vessel to bring a cargo back from Maculla.

20. On arriving at Zanzibar on the 28th December I heard that forty dhows left Zanzibar almost immediately after I did on the 24th August, to run to Arabia with slaves; of these I only captured seven; so that if the other

thirty-three reached Arabia, allowing them an average of 120 slaves each, nearly 4,000 slaves must have been landed there.

21. Every day since my return to Zanzibar I have seen slave-dhows coming up from Rielwa, &c., and landing their slaves on the beach, four to six frequently coming in, in one day, with from 1 to 200 slaves.

22. I do not believe that any impression can be made on the slave-traffic as long as the Sultan of Zanzibar is allowed six months in the year to collect his slaves at the most convenient spot for eluding the British cruizers (which is generally changed every year), which are so few that the Sultan can generally know where they are, and when they get a chance they all run at once and the season is over until the monsoon slackens again.

I have, &c.
(Signed) THOS. PASLEY.

Inclosure 2 in No. 81.

Commander Parr to Commodore Hillyar.

Sir, "*Lyra*," *Seychelles, December* 31, 1866.

I HAVE the honour to report, agreeably to page 16, Article 6 of the Leave Instructions, my experiences during the last half-pear of the state of the Slave Trade on this coast.

2. During the months of August, September, October, and part of November, I cruized in the Mozambique Channel, and succeeded in capturing one slave dhow with 176 slaves on board, she being, according to her crew's statement, one of four which had laden with slaves between Antonio and Mogineale Rivers, bound for Madagascar.

3. Whilst at Port Mozambique in August I heard that a Spanish barque, supposed to be the "Duke of Tetuan," had tried to get away with a full cargo but had got on shore, and been obliged to land her slaves somewhere in the neighbourhood of Inhambune or Quilimane. I therefore conclude that the trade is still active in the Mozambique Channel.

4. From the great number of slaves which have come from the neighbourhood of Quiloa during the end of November and December, and sold in Zanzibar market, it is only reasonable to presume that in the early part of the south-west monsoon a great number will be shipped for Muscat and Red Sea, &c., by the Northern Arabs.

I have, &c.
(Signed) ROBERT A. PARR.

No. 82.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, "*Octavia*," *at Trincomalee, August* 11, 1866.

WITH reference to your letter of the 28th June last and its inclosures, expressing the satisfaction of the Earl of Clarendon at the capture and destruction of dhows in April and May last by Her Majesty's ship "Pantaloon," for being engaged in the Slave Trade; and desiring me to report whether it would be possible to establish such a watch over the Straits of Socotra as would effectually prevent slave-vessels from passing through these straits. I have the honour to request you will inform their Lordships that with the small squadron of six vessels, adapted to cruize for the suppression of the Slave Trade now at my disposal on this station, the Straits of Socotra and the adjacent coasts cannot be guarded as they ought to be, but with the addition of two fast cruizers to the squadron, and the "Vigilant" and "Penguin" efficient, which I hope they will be before next season, I am of opinion that a very severe blow, if not a complete stoppage in the Slave Traffic between the south-east coast of Africa, and the Red Sea and the Persian Gulf might be effected.

2. I am happy to be able to inform their Lordships that, in consequence of the measures I have taken for the suppression of the Slave Trade since assuming the command of this station, in addition to the six dhows captured and destroyed and 212 slaves taken by Her Majesty's ship "Pantaloon," twelve dhows have been destroyed and 296 slaves taken by other cruizers of the squadron, making a total of eighteen dhows and 508 slaves.

I have, &c.
(Signed) CHAS. F. HILLYAR.

No. 83.

Lieutenant-Commander Garforth to the Secretary to the Admiralty.

Sir, "*Penguin*," *at Sea, Lat.* 14° 20′ *S., Long.* 51° 0′ *E.*, *May* 20, 1867.

I HAVE the honour, in compliance with the new Book of Instructions for the suppression of the Slave Trade, to report, for the information of the Lords Commissioners

of the Admiralty, that on the 20th May, 1867, while cruizing to the northward of the Island of Abdul Husi, I sighted a large northern dhow, which I chased and boarded at 2 P.M.; she proved to be a slaver with 216 slaves on board. With few exceptions nearly all were young children.

This dhow was bound from Lamoo to Muscat, and had a large well-armed crew; considering her to be engaged in the unlawful traffic of slaves, I took the slaves and crew on board this ship, then caused her to be destroyed by fire, she being unfit to proceed to a port for adjudication.

I have, &c.
(Signed) EDMD. GARFORTH.

No. 84.

Consul Pakenham to Commodore Hillyar.

Sir, *Tamatade, April* 10, 1867.

CAPTAIN Bradshaw will have reported to you the arrival of Her Majesty's ship "Star," and his having acceded to my request to remain here until the 15th instant, an arrangement which has given very great satisfaction to the Hova authorities, and will I am sure, prove beneficial to British interests in Madagascar. Captain Bradshaw has succeeded not only in conciliating the good-will of the local authorities, but has also impressed them most favourably with the friendly sentiments of British Naval Officers towards Madagascar, and is about, in conjunction with myself, to urge on the Governor of Tamatave the necessity of the Queen of Madagascar adopting measures for effectually preventing the Slave Trade receiving countenance on any points of the coast where Hova Stations exist.

Indeed, I have received from Captain Bradshaw during his stay at Tamatave, that cordial co-operation which must tend to strengthen the position of Her Majesty's Representation in Madagascar, and for which I beg to tender my very sincere acknowledgments.

I have, &c.
(Signed) J. O. PAKENHAM.

No. 85.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, *"Octavia," Trincomalee, June* 21, 1867.

I HAVE the honour to transmit herewith for the information of the Lords Commissioners of the Admiralty, duplicates of letters received from Her Majesty's ships "Highflyer" and "Lyra," reporting the capture of five slave dhows on the East Coast of Africa.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 85.

Commander Parr to Captain Pasley.

Sir, *"Lyra," Waseen, February* 22, 1867.

I HAVE the honour to report that the boats of Her Majesty's sloop under my command captured a dhow, on the 9th February, 1867, in Port Chak Chak, Pemba Island, with Arab colours, and having on board at time of capture false papers, a quantity of cocoa nuts, farina, cassada root, two large water tanks, matting, and other articles adapted for the Slave Trade, and as she was, after a careful survey, considered unfit to proceed to a port of adjudication, she was destroyed by fire. The crew were landed at Chak Chak, at their own request.

I have, &c.
(Signed) R. F. PARR.

Inclosure 2 in No. 85.

Commander Parr to Captain Pasley.

Sir, *"Lyra," off Lamo, March* 6, 1867.

I HAVE the honour to report that on the 5th March, 1867, whilst in Lamoo Bay, I captured a dhow without colours; she had also at time of capture a list of slaves purchased for shipment, four large water casks, cooking

utensils, matting, an accommodation for slaves like unto a mason's ladder, a slave deck, and other articles adapted for the Slave Trade. On being boarded by the boats, the crew left the dhow, with their arms, and landed on the beach, and if they had not been prevented by the Governor, would have fired on the boats. On the dhow being examined by the surveying officers, she was considered unfit to proceed to a port of adjudication, and I accordingly destroyed her by fire.

I have, &c.
(Signed) R. PARR.

Inclosure 3 in No. 85.

Commander Parr to Captain Pasley.

Sir, "*Lyra*," *off Lamo, March* 2, 1867.

I HAVE the honour to report that on the 1st of March, 1867, I captured a dhow off Lamoo without papers or colours; she had on board 18 slaves, a large quantity of grain, rice, cassada root, water casks, matting, cooking utensils, and other articles adapted for the Slave Trade; and as she was, as reported by the surveying officers, unfit to proceed to a port of adjudication, I scuttled her. Her crew were landed at Lamoo at their own request, and the slaves I received on board for passage to a British settlement.

I have, &c.
(Signed) R. PARR.

Inclosure 4 in No. 85.

Captain Pasley to Commodore Hillyar.

Sir, "*Highflyer*," *Seychelles, May* 1, 1867.

I HAVE the honour to inform you that on the 31st of March, when cruizing for the suppression of the Slave Trade off Port Durnford, I sent the first cutter and gig in charge of Acting Lieutenant J. W. Wilkins, to examine the River Durnford and the creeks in its vicinity.

2. On the 1st of April Acting Lieutenant Wilkins observed a dhow pulling in for the shore, it being calm at the time. The crew deserted and scuttled her before the cutter could get alongside, when she proved to be equipped for the Slave Trade, having a large quantity of water in chatties, about fifty bags of grain and dates, some cocoa nuts, and a large cooking chattie. After measuring her Mr. Wilkins towed her into deep water, and after again scuttling her she sank. This vessel had no papers or colours.

I have, &c.
(Signed) T. F. PASLEY.

Inclosure 5 in No. 85.

Captain Pasley to Commodore Hillyar.

Sir, "*Highflyer*," *Seychelles, May* 1, 1861.

I HAVE the honour to inform you that on the 18th instant, in latitude 6° 41′ west, and longitude 49° 46′, I boarded and detained an Arab Baghalah dhow from Zanzibar, bound to Maculla with grain; she had seven large water tanks on board, and had 7 slaves whom the captain said he had bought at Brava, to assist in navigating his vessel, but as she had thirty men in the crew, this could not have been the case: she belonged to Massera Island, on the South-East Coast of Arabia, and carried an Arab flag, but had no papers, except an old pass from the Sultan of Zanzibar for the year 1864, addressed to another man. On cleaning out the dhow I found her unfit to proceed to a port of adjudication, so I measured and destroyed her. I sent the crew on to Maculla by her consort, who had nothing illegal about her.

I have, &c.
(Signed) T. F. PASLEY.

No. 86.

Lieutenant Garforth to Commodore Hillyar.

Sir, "*Penguin*," *Zanzibar, June* 30, 1867.

HAVING been employed for a short time this last season for the suppression of the Slave Trade on the northern part of the coast of Arabia, I have the honour of forwarding you the following Report.

On my arrival at Muscat the beginning of May, His Highness the Sultan informed me that five or six vessels had already attempted to land slaves near that town, and several others had passeed on their way to town to the northward and the Persian Gulf.

The town of Murrayre which is about one hundred and sixty miles north of Muscat, being one of the principal places for landing slaves; slaves are likewise exported in numbers from that place into Persia, viâ Bunder Abbess, a greater part of the slaves exported from the coast of Africa find their way into Persia.

I was unable to arrive off Rassel-had until the middle of May; from the very few vessels that we sighted, I came to the conclusion that we were too late.

I consider that the beginning of April to be the best time of year for a vessel to be

stationed off that part of the coast, a fortnight or even a week after that time might make the greatest difference.

Dhows are able to get north before the setting in of the south-west monsoon, by taking advantage of land-winds and keeping close in shore. Moreover, the monsoon sets in sooner to the northward than it does to the southward; slave dhows from the Gulf of Aden bound for Muscat leave the Gulf the middle of March.

I should recommend vessels not to remain off Rassel-had after the beginning of May; if they should have slaves on board and bound for Aden they will stand a great chance of having to contend against the south-west monsoon and a strong northerly current, in which case, they would have to make the sailing passage to Aden which would take them at least six weeks. I was off Ras-el-Had in this ship on the 10th May, and had serious doubts as to whether I should have been able to get to Aden without making a long passage; as it was, we had to steam a greater portion of the way.

I believe a vessel stationed off the Island of Socotra the end of September and during the month of October would intercept the slave dhows from the Coast of Africa that proceed north about that time of the year. None of Her Majesty's vessels have, I believe as yet, been stationed on that part of the coast during that season.

Although so many slave dhows were captured last year by Her Majesty's cruisers, yet I believe the trade to have been this last season as brisk as ever. My information being from the most intelligent of the slaves that I took in a dhow bound from the Coast of Africa to Muscat, last May.

I have, &c.
(Signed) EDMUND GARFORTH.

Commodore Heath to the Secretary to the Admiralty.

"*Octavia*," *Bombay, August* 7, 1867.

Forwarded for the information of the Lords Commissioners of the Admiralty.
(Signed) L. G. HEATH.

No. 87.

Acting Commodore Purvis to the Secretary to the Admiralty.

"*Racoon*," *in Simon's Bay, August* 17, 1867.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, observing that, at the request of Mr. Young, I shall direct a ship of war to be at the mouth of the Zambesi on the 1st December next, ready to receive the expeditionary party on their return.

(Signed) RD. PURVIS.

Inclosure in No. 87.

Commander Gordon to Commodore Caldwell.

(Extract.) "*Peterel*," *Simon's Bay, August* 15, 1867.

I HAVE the honour to report that, in pursuance of your orders, I left Simon's Bay on the night of the 16th July, with Mr. Young and party. I carried a strong fair wind till midnight on the 18th July when I had to raise steam for an hour or two to communicate with Algoa Bay.

Receiving no news of importance I immediately proceeded keeping the same fair wind, which increased to a strong gale, till past Natal, on July 21st. From this time I experienced light winds and calms, and I had to steam the remaining 600 or 700 miles. I anchored off the Kongoni mouth of the Zambesi at midnight on the 25th July, having made the passage, including the stoppage at Algoa Bay, in nine days and three hours.

Next morning Mr. Young, having been unable to recognise the place, I steamed for some twenty miles to the eastward, seeking either the Luabo or Kongoni entrance. I finally returned to my first position which was indeed just off the Kongoni mouth, though Mr. Young had failed to recognise it from the alterations that had taken place, Pearl Island having been completely washed away. Great changes had also taken place in the other entrance, the East Luabo appearing quite impracticable. On the passage up, on Mr. Young's requisition, I furnished him with our whale-boat, in addition to the one from the Dockyard, and a few other miscellaneous stores. I also allowed my two Kroomen (who, it appears, are natives of this part of the coast), and on his written requisition a stoker named Arthur Stacey, to accompany him as volunteers, checking them on the ship's books as lent to the Expedition. On anchoring the second time off the Kongoni mouth, the steel boat, which we had been employed in putting together during the previous three days, was hoisted out, but was found to leak so considerably that we had her lifted in again immediately, to remedy the defect. The tide did not serve for crossing the Bar till the next forenoon, by which time we had reconnoitred the entrance, and had all the boats, including the two cutters, loaded and ready to go in over the Bar in charge of Mr. Brewers, the Senior Lieutenant.

They all passed safely in, being directed by myself at the masthead with pre-arranged signal. In the afternoon Mr. Brewers returned with the two cutters and the extra crews who had taken the boats in, and reported that Mr. Young, having with unexpected good fortune met some natives at the point, who agreed to man his boats, required no further assistance from us. On the same evening, 27th July, I started on my return, using a very little steam to gain an offing : wind, swell, and current all setting on shore.

No. 88.

Commodore Heath to the Secretary to the Admiralty.

(Extract.) *"Octavia," at Bombay, October* 29, 1867.

THE "Vigilant" arrived at Tamatave on the 10th August, and, at the request of Mr. Pakenham, the Consul, Commander Brown proceeded to visit Her Majesty the Queen of Madagascar, at Andeveranto, her country quarters. It appears that Her Majesty being on a visit of pleasure, refused to discuss any business matters, and the interview was merely one of ceremony. The "Vigilant" proceeded to Vohemar, where Commander Brown received the assurance of the Governor that no Slave Trade was carried on, an assurance which Commander Brown, whose Slave Trade report I inclose, most clearly disbelieves.

Inclosure in No. 88.

Commander Brown to Commodore Heath.

Sir, *"Vigilant," Seychelles, September* 7, 1867.

WITH reference to my inquiries respecting the Slave Trade carried on to the northward of Tamatave, I have the honour to state that I can safely say that Augmey, Vohemar, and Diego Saurez are the places at which slaves are landed in small quantities and thence transferred to the interior of Madagascar. The Arabs generally adopt the following mode of carrying on their abominable traffic. They carry hardware and cotton fabrics in small quantities in their dhows, ostensibly for the purpose of legitimate trade. At the same time they have many more hands on board than are required for the navigation of such craft, which extra hands they dispose of wherever an opportunity offers.

Of course they can only come round in the month of October, after the change of the monsoon, and it would be perfectly useless for our cruisers going to that part of Madagascar in the south-west monsoons, as no dhow could come round Cape Amber during that season on account of the very strong current and head wind.

I have, &c.

(Signed) J. H. BROWN.

No. 89.

Lieutenant Garforth to the Secretary to the Admiralty.

"Penguin," off Cape St. Andrews, Mydagascar,

Sir, *September* 22, 1867.

I HAVE the honour, in compliance with the new Book of Instructions for the suppression of the Slave Trade, to report, for the information of the Lords Commissioners of the Admiralty, that on the morning of the 22nd September while cruizing off Cape St. Andrews, Madagascar, I captured an Arab dhow with 118 slaves on board. This vessel was from Magineale, coast of Africa, bound to Botler River, Madagascar: considering her to be engaged in the unlawful traffic of slaves, and not fit to be towed to any port for adjudication, I destroyed her, taking the slaves and crew on board this ship.

I transferred the crew next morning to a trading dhow, with the consent of the captain.

I have, &c.

(Signed) EDMUND GARFORTH.

No. 90.

Captain Pasley to Commodore Hillyar.

Sir, *"Highflyer," at Zanzibar, August* 9, 1867.

I HAVE the honour to inform you that on the 4th instant, when between Mikindany and Mungullu, Lieutenant Fellowes, in the first cutter of Her Majesty's ship under my command, saw a small vessel run on shore and land her crew and slaves before the boat could reach her. The number of slaves was afterwards discovered to be 38.

The boat measured 29 tons, and was destroyed by scuttling

I have, &c.

(Signed) T. S. PASLEY.

No. 91.

Lieutenant Fellowes to Captain Pasley.

Sir, *"Highflyer," off Choomby Islands, March* 26, 1867.

I HAVE the honour to inform you that on the 21st March I boarded a dhow, 4½ miles west-south-west of Kivinga, and found her fitted for the Slave Trade, and having 2 slaves (boys) on board, just bought at that place. I left a prize crew and proceeded to Kivinga to gain further particulars, and learnt she was bound to Quiloa to embark slaves for Maculla, which were already purchased, and only waiting the dhow's arrival. I then landed the crew and took her to Songa Island. The cutter being already detached and not being able to spare a prize crew I destroyed her.

I have, &c.

(Signed) JOHN FELLOWES.

No. 92.

Lieutenant Fellowes to Captain Pasley.

Sir, *"Highflyer," at Sea, May* 11, 1867.

I HAVE the honour to inform you that on the 5th April I observed a dhow at anchor, 20 miles to the northward of Mombas, and that on nearing her she weighed and ran for Quilife River, nor would she heave to, though we fired repeatedly at her. She succeeded in getting in and landing her crew and slaves, the latter amounting to about 40, before we could get alongside. She proved to be a Lodie Beden, completely equipped for the Slave Trade, and having taken her measurement I destroyed her by fire.

I have, &c.

(Signed) JOHN FELLOWES.

Commodore Heath to the Secretary to the Admiralty.

"Octavia," Bombay, November 11, 1867.

Forwarded for the information of the Lords Commissioners of the Admiralty.

(Signed) L. G. HEATH.

No. 93.

Lieutenant Fellowes to Captain Pasley.

Sir, *"Highflyer," at Sea, May* 11, 1867.

I HAVE the honour to inform you that on April 7th. while running past Ras Tomany, I detached the cutter to board a dhow, at anchor inside the point. Mr. Drake returned in a few minutes and reported that on his trying to speak to the slaves the Arab crew drew their swords and rushed out from under the poop. Having too small a force to oppose to the very numerous crew of this vessel he left, and communicated with me. I then anchored close under her stern, and gave them warning to leave in their boats. Finding they made no attempt to do so I commenced to shell them. They returned with musketry, but soon abandoned her. On boarding I found her to have in a cargo of wood, but with an immense place for slaves, and carrying not less than ten tons of water, she had also a great number of cooking utensils and a quantity of slave food.

I regret to say all the slaves, in number 26, escaped by leaping overboard at the first shot and swimming to the shore, only a few yards off. This vessel had no colours, and, as she was much to large for us to handle, I destroyed her.

I have, &c.

(Signed) JOHN FELLOWES.

Commodore Heath to the Secretary to the Admiralty.

"Octavia," Bombay, November 11, 1867.

Forwarded for the information of the Lords Commissioners of the Admiralty.

(Signed) L. G. HEATH.

ST. HELENA.

No. 94.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and adjudicated in the Vice-Admiralty Court of St. Helena, from July 1 to December 31, 1866, inclusive.

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where Captured.	Property Seized.	Seizor.	Date of Sentence.	Number of Slaves Captured.	Died before adjudication.	Emancipated.	Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.
												Foreign according to Papers.	New measurement.			
Unknown ...	Brigantine ...	None ...	Unknown ...	1866 Sept. 17	Off Point Padron, on the West Coast of Africa.	Vessel and cargo	Commander Peile, Her Majesty's ship "Espoir"	1866 Oct. 11	...	...	...	...	Tons. 153·28	Forfeiture ...	2 & 3 Vict., cap. 73	The vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Treasury chest.

(Signed) JNO. N. FIRMIN, *Registrar.*

Class B.

CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

RELATING TO

THE SLAVE TRADE.

From January 1 to December 31, 1867.

Presented to both Houses of Parliament by Command of Her Majesty.
1868.

LONDON:
PRINTED BY HARRISON AND SONS.

[4000 1]

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Class B.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Biafra.*

No. 1.

Consul Livingstone to Lord Stanley.—(*Received June* 1.)

My Lord, *Fernando Po, April* 22, 1867.

BY the mail of January 25 I received a letter from the agent of a factory near the mouth of the Nun, complaining of an outrage on his premises by Prince Bebagra, said to be a Brass Chief.

This factory being in the Benin Consular District, I forwarded the letter to Her Majesty's Consul for Benin with a note stating (I quote from memory), that if the accused was a native of Brass I should be happy to co-operate in demanding redress. On the 4th ultimo Her Majesty's ship "Oberon" arrived here, having been sent by Commodore Hornby to enable me to visit the Oil Rivers. Mr. McLeod, Her Majesty's Consul for the Niger and Chadda, came in the "Oberon" and brought from Lagos Mr. Turner, the agent of the Victoria factory at the time. Mr. Turner called at this office and answered certain questions very frankly. From these answers I wrote out the inclosed statement, which he read next day, and, after a few alterations opposite his initials, certified to be correct.

From this statement both Mr. McLeod and myself came to the conclusion that the Company were in the wrong, having, by a sharp trick of their black agent, broken their Treaty with the natives. Mr. McLeod visited the factory in the "Investigator" and found trade good and everything quiet. As a visit to Brass would have detained both the "Oberon" and "Investigator" for several days, and the captain and engineer of the "Investigator" were both suffering from fever, I did not go up the Brass River. In Bonny I was told that Prince Bebagra or Bibbybagga was one of King Kehoe's house, and that the mouth of the Nun belongs to Brass.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

Inclosure in No. 1.

Statement by Mr. Turner.

THE Victoria factory, two miles up the River Nun, was erected by the West African Company in 1865, and, protected by a Treaty with the natives, carried on trade quietly until the middle of last October. At that time Prince Bebagra, said to belong to Brass, came with a large body of armed men, sold some palm oil, and then demanded the comeys,

to which he alleged he was entitled by Treaty. He was told that he could have none, as the previous agent had obtained from the Acasians, people living near the factory, "a book" which abolished all comeys or river dues. The Prince replied that these Acasians had no authority; they were his slaves, and had no right to give such "a book." He then alleged that the Company were bound to pay him from 10*l.* to 12*l.* per mast for every ship which received her cargo at the factory. The agent, Mr. Turner, deeming himself bound by the acts of his predecessors, refused to pay. Bebagra then had the agent taken, and kept him in the sun and dew without food until next day. The captain of one of the ships was struck by the flat of a matchet and knocked into the water as a krooboy was carrying him ashore, but no other violence was offered to their persons. The agent told Bebagra he might take what he liked, but that Her Majesty's ship "Investigator," which was up the river, would soon be down on him. Though in absolute possession of the factory for a number of hours, neither Bebagra nor his people took a bit of cloth or tobacco, nor did they touch either powder or rum, except a little rum and gin. The only property carried off were the boat's anchor and chain, and, oddly enough, some parts of an iron house. Mr. Turner has resided in Lagos for some time past. The factory is now in charge of a black agent, and, so far as Mr. T. knows, things have been quiet ever since.

I do hereby certify that the above statement is true.

(Signed) W. D. TURNER,
Agent to the West Africa Company (Limited), at River Nun.

The above statement was made and signed by Mr. Turner in my office, Fernando Po, on this the 8th day of March, 1867.

(Signed) CHARLES LIVINGSTONE,
Her Britannic Majesty's Consul.

No. 2.

Consul Livingstone to Lord Stanley.—(Received June 1.)

My Lord, *Fernando Po, April 25, 1867.*

IN a recent visit to Bonny, in Her Majesty's ship "Oberon," King George Pepple complained that last February the Chiefs of New Calabar invaded Bonny waters, "insulted the Bonny flag," captured and killed a Bonny woman and two men. He had not yet declared war against Calabar because, in my last visit, I had told them they were not to fight. I remarked that he had acted wisely; and that Her Majesty's Government would not allow Calabar to attack Bonny any more than it would permit Bonny to attack Calabar. Anxious to remove from the minds of the Bonny Chiefs every pretence for going to war with Calabar, I went across and had an interview with Prince Will and his Chiefs. They stated that they had kept the peace with the Okrikas as I had requested, but that in February last the Okrikas pounced on one of their trading canoes, caught, cooked, and ate seven Calabar men. The Calabar Chiefs started at once in their war canoes to punish the Okrikas, burned an Okrika fishing station, caught five Okrika men, brought them to Calabar and there put them to death. No Calabar man had invaded Bonny waters or touched a Bonny man or woman. "We are at war with Brass. We are at war with Okrika, and we would be fools indeed to provoke Bonny to war against us also." However, in order that the Consul might know that they were speaking the truth, they challenged two Bonny Chiefs to make the "long juju" with two Calabar Chiefs. The "long juju," where the head juju-man resides, is Shuku Biassia, up the Niger, and all the tribes of this country believe that the truth must come out there, as instant death by an incensed Deity is the fate of the liar in that sacred place. I cautioned Prince Will and his Chiefs to be exceedingly careful not to give Bonny any pretext for going to war with them, as Her Majesty's Government would give them no assistance whatever should they bring a war upon themselves by any hostile act against Bonny.

They replied that they would neither go into Bonny waters, nor even into Okrika waters, when it might be necessary to punish an Okrika outrage, as they could take Okrikas in Calabar waters.

On returning to Bonny I told King George what the Calabar Chiefs had said: Then you believe the Calabar Chiefs and not us, cried the Chief Waribo, who was once a slave. The Calabar Chiefs, I replied, testified of what they saw. You speak only from hearsay, from what lying slaves and Okrikas have told you; you cannot even tell the names of the

three persons you allege to have been taken. I only want to get at the truth; and after a patient hearing of both sides, the captain of the "Oberon" and myself have come to the conclusion that the Calabar Chiefs have not invaded Bonny waters nor captured any Bonny people. Would I allow Bonny to attack Calabar provided the "long-juju" pronounced Calabar guilty? Certainly not. Her Majesty's Government would not suffer Bonny to go to war with Calabar to the great injury of British trade and property; but if at any time proof, satisfactory to the captain of the man-of-war and myself, could be shown that Calabar had invaded them, I should inform Her Majesty's Government, and it would decide on the punishment to be inflicted on Calabar, but, meanwhile, the peace of the country must not be broken. I asked King George, who was educated in England, if he had remonstrated with his allies the Okrikas for that shocking outrage on the seven Calabar men in a time of peace; he at first denied all knowledge of the fact, then said "he had not heard of it officially;" then, that the Okrikas were not his slaves, he had no business to remonstrate with them. He seemed to look on the recent performance of the cannibal Okrikas as a capital joke; but his sensible Chief Jaja, evidently dissatisfied with what King George was saying, remarked, "Consul, you don't know what trouble these Okrikas give us; we are constantly remonstrating with them; if it were not for us, Calabar men could not go to the oil markets at all. The Okrikas are better now than they were in the time of King Amacree, father of Prince Will: then they used to capture and eat 1,000 Calabar men; now they only kill and eat seven, so the state of the country is very much better than it used to be." I warned King George that if he encouraged the Okrikas to kill Calabar men, or did not use his influence to prevent it, he might find, before long, that the Okrikas were attacking and eating Bonny canoe men; and assured him that if he brought the country into a state of war some other employment would be provided for him where he could not injure British interests.

The effect of Lord Clarendon's despatch of March 21, 1866, has been most happy in preventing an outbreak of hostilities; but as the Bonny Chiefs still long for the Obiatibo oil market, and, if not looked after sharply, may encourage the Okrikas to fresh outrages against Calabar, frequent visits in a cruizer seem desirable.

The first oil of the new season arrived from the interior on the 30th ultimo.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

No. 3.

Consul Livingstone to Lord Stanley.—(*Received June* 1.)

My Lord, *Fernando Po, April* 25, 1867.

I HAVE the honour to report the result of a recent investigation into the outrage on a white trader at Benito, to which reference was made in despatch of July 3, 1866.

On the 18th instant I met the King of Benito and his principal men, in the house of the only remaining white trader, and learned from them that the wounded trader had beaten a native, and cut him with a spear. The native ran to his brother's village crying that the white man had killed him. This brother being half drunk at the time, caught up his gun, rushed along the road, and seeing the trader fired and wounded him severely. The King had the offender seized at once, and brought him to the factory to be punished in any way the white men deemed proper; and on their refusing to take him, the King burned his village and kept him in irons three or four months, and has continued to punish him ever since by prohibiting him from going to any of the factories.

I told the King I was glad he had punished the man, and had manifested such a friendly disposition to the English, and I was sure that Her Majesty's Government would be satisfied with what he had done. I requested him to continue to protect the white men, and punish any of his people who might injure them, and if the white traders injured any of his people I would punish them on my return. The King and all his headmen cordially agreed to this.

These Benito people are the best-looking I have seen on the coast; all were well dressed and respectful. Their trade is in india-rubber, ivory, ebony, and red dye wood. Tobacco and rum are the principal articles at present sold to them in return for the above.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

No. 4.

Consul Livingstone to Lord Stanley.—(*Received June* 1.)

My Lord, *Fernando Po, April* 26, 1867.

I HAVE the honour to report that satisfaction has been obtained from Priso Bell of Cameroons, for the outrage by his people on the boat's crew of the wrecked barque "Nipisiquit," mentioned in despatch of October 1, 1866. King Bell having great influence over Priso and his people, though no direct control, rendered valuable assistance in settling the palaver.

Priso offered to give up the men who had robbed the boat, but I declined to undertake his kingly duties, and fined him in seven puncheons of palm oil.

After a long consultation with his headmen he pleaded poverty, and asked to be let off for 2 puncheons. This request being refused, he held a long conversation with King Bell. After this King Bell asked if I would settle the palaver for 3 puncheons and 2 bullocks, while he and Priso would pledge themselves for their people that nothing of the kind should ever occur again; they would willingly pay any amount of fine if it did. Seeing that the indignation of all the headmen, as well as that of King Bell and Priso, was altogether against the perpetrators of the outrage, and not wishing to have any part of that indignation turned against Her Majesty's Government for appearing to be too hard on them, I replied that as King Bell had always kept his Treaties with England faithfully, and had always endeavoured to protect English traders, I would comply with his request and reduce the fine, as I knew his word was to be trusted. In a few days the 3 puncheons were brought on board, and 3 large Egbo goats, which were considered an equivalent for the 2 bullocks, which were difficult to catch. The goats I handed over to the captain of the "Oberon" for the use of the ship's company, as fresh meat is scarce in the rivers. The 3 puncheons I brought to Fernando Po in accordance with the wish of the Cameroons traders. The Paymaster of the "Oberon" being in want of money to purchase supplies here gave me the inclosed bill for the proceeds of the oil as per account.

The health of the ship's company was remarkably good all the time we were in the rivers.

The property recovered was to be sent to Lloyd's Agent in Fernando Po for underwriters.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

No. 5.

Consul Livingstone to Lord Stanley.—(*Received June* 1.)

My Lord, *Fernando Po, April* 27, 1867.

IN a recent visit to Old Calabar I found everything quiet. Trade was dull, but the brisk season was daily expected. The health of the whites in the river was tolerably good, but the blacks on shore were suffering from a kind of influenza, which here, as in Cameroons, was fatal in many cases. It appears to be caused by the change from the dry to the wet season. There are a number of turbulent Accra natives in Duke Town who are constantly quarrelling with the Calabar people and with each other. I told them that while in Accra they were under British protection, but if they got into trouble with the natives here they need not expect British protection, as they were not British subjects.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

No. 6.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, June* 10, 1867.

I HAVE received your despatch of the 25th of April last, reporting your proceedings on a recent visit to the Bonny River, and I have to acquaint you that I entirely approve the language held by you to the Bonny and Calabar Chiefs as reported in that despatch.

You will inform the Bonny Chiefs on the occasion of your next visit to that river, that Her Majesty's Government expect that they will use all their influence with their

allies, the Okrikas, to put a stop to the barbarous practice that obtains among them of killing and eating their enemies; and you will particularly point out to Prince George of Bonny, that having been for some time in England he must be aware of the abhorrence with which such practices are viewed in all civilized countries, and that he will have benefited very little by his sojourn in this country, and will incur the displeasure of Her Majesty's Government, if he allies himself with cannibals, and encourages them to make war upon tribes who are in friendly relations with the British Government, and with whom British merchants carry on a valuable trade.

I am, &c.
(Signed) STANLEY.

No. 7.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, June* 10, 1867.

WITH reference to your despatch of the 25th of April last, I have to acquaint you that I approve of your having informed the King of Benito that Her Majesty's Government would be satisfied with the steps taken by him for the punishment of one of his people who had fired at and wounded a white trader.

I also approve the language held by you to the King in regard to the course he should pursue in the event of any differences between his people and British traders.

I am, &c.
(Signed) STANLEY.

No. 8.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, June* 10, 1867.

I HAVE received your despatch of the 26th of April last, reporting the steps taken by you to procure satisfaction from Priso Bell of the Cameroons River, for the outrage committed by his people on the boat's crew of the wrecked barque "Nipisiquit," and I have to acquaint you that I approve your proceedings in this affair.

I am, &c.
(Signed) STANLEY.

No. 9.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, June* 10, 1867.

I APPROVE the communication made by you to the Accra people settled in D ke Town, Old Calabar, as reported in your despatch of the 27th of April last.

I am, &c.
(Signed) STANLEY.

No. 10.

Consul Livingstone to Lord Stanley.—(Received August 2.)

My Lord, *Fernando Po, June* 27, 1867.

I RECEIVED from Bonny, by mail steamer, on the 25th instant, Inclosures Nos. 1, 2, 3, and as English trade is already injured by these quarrels of the two rival chiefs, and may be seriously damaged if they are not stopped, I purpose going over to Bonny in the mail steamer on the 29th instant to tender my good offices, in order to have these chiefs reconciled, and the peace of the country preserved.

As it is entirely a native quarrel, I have not deemed it expedient to apply for a man-of-war.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 1 in No. 10.

The Chairman of the Court of Equity to Consul Livingstone.

Sir, *Barque "Calcutta," Bonny River, June* 19, 1867.

I AM instructed by the Court of Equity to forward you letters received from King Pepple, requesting your attendance here to settle a disturbance which has lately arisen between the two houses of Pepple.

The matter is of considerable importance, as, should it be again revived, the consequences will very seriously affect the interests of the British merchants in this river.

I am, &c.

(Signed) H. COTTEREL.

Inclosure 2 in No. 10.

King Pepple to the Chairman and Members of the Bonny Equity Court.

Sir and Gentlemen, *Bonny Town, June* 7, 1867.

I BEG most respectfully to inform you of some matters in Bonny which, if not immediately stopped, will injure the trade carried on in the river.

I therefore most respectfully request you to write by this steamer, and ask the Consul's kind attendance here with a man-of-war; or, in the event of his absence or unwillingness to come, to send the Captain of the man-of-war to investigate the aforesaid matters, and make things go on as they should be.

With kind regards, I remain, &c.

(Signed) GEO. PEPPLE, *Rex.*

Inclosure 3 in No. 10.

King Pepple to the Chairman and Members of the Bonny Equity Court.

Sir and Gentlemen, *Bonny Town, June* 14, 1867.

YOUR letter in reply to mine of the 6th instant has reached safe to hand. In compliance to which I inclose two copies of agreements drawn up by late King Pepple, my father, and signed by all the Chiefs of Bonny, to prevent Manilla Pepple's and Annie Pepple's houses from quarrelling and fighting as they had done in his absence.

He, King Pepple, found out that the main root and cause of all the quarrels originated from those houses whom they, the two parties, got to stop with them, and which were formerly independent houses of themselves, whereby he, as I have already stated, drew up the inclosed agreements.

Now, you are all aware that a civil skirmish broke out on Sunday and Monday, the 2nd and 3rd instant, between Adda Allison and Charley Africa. Annie Pepple, with his part, including Tillibo, Black Fonbra, Fine Bone, &c., helped Charley Africa first; whereon Manilla Pepple's part, seeing that, gave Adda Allison assistance on Monday the 3rd instant, so you will perceive that most of those houses mentioned in the agreements standing neutral in the matter, as they should have done, and aid in all possible means to quell the fight, they have lent a helping hand in making the matter worse, and no end of mischief would have ensued had I not stopped the fight. I am glad to say that I have settled the matter so far; but the immediate presence of a man-of-war and the Consul I foresee is most necessary, and then I will lay the matter open more fully in black and white, and shall request the Consul to put a fine on those houses, and thereby prevent similar occurrences for the future.

If the Court does not assist me in this matter, I can say without hesitation that another breaking out will stop and disturb the trade of the river for a month or two at least.

I remain, &c.

(Signed) GEO. PEPPLE, *Rex.*

No. 11.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, July* 31, 1867.

I TRANSMIT to you herewith copies of a letter and its inclosures which I have received from the African Steam Ship Company relative to the plunder and destruction of the "Inkermann" schooner belonging to the Company, in the Nun River, in the month of May last.

I have to desire that you will take as early an opportunity as possible of inquiring into this case, and you will require from the Chiefs within whose jurisdiction the "Inkermann" was pillaged the restitution of any portions of the cargo of that vessel or of the effects of the crew that they may be able to procure, and you will also demand from the Chiefs such an amount of compensation as, after consulting with the senior naval officer on the station, you may deem sufficient to prevent a repetition of similar outrages on the part of the natives for the future.

I am not aware whether we have any Treaty Engagements for the protection of British subjects and property with the Chiefs within whose jurisdiction the "Inkermann" was pillaged; but should no such engagements exist, you will propose to the Chiefs that they should conclude a Convention with you for the protection of British traders and their property.

I annex for your information and guidance a copy of the answer which, by my directions, has been returned to the African Steam Ship Company's letter, by which you will perceive that I am of opinion that it may not be politic to demand from the natives compensation to the full value of the "Inkermann" and her cargo, but that our demands should be limited to the requiring the payment of a fine, the amount of which, whilst within the means of the Chiefs to pay, shall be sufficient to deter the natives from committing similar outrages for the future.

In carrying out the instructions contained in this despatch you will be careful not to involve Her Majesty's Government in the serious employment of force without first reporting home and receiving further instructions in the matter.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 11.

The Secretary to the African Steam-Ship Company to Lord Stanley.

My Lord, 14, *Leadenhall Street, London, July* 19, 1867.

I HAVE the honour, by desire of the Directors of this Company, to forward, for your information, copy of a letter addressed by them to the Secretary of the Admiralty, relative to the plunder and destruction of this Company's late schooner "Inkerman," by the natives in the River Nun, West Coast of Africa, together with copy of the Protest made by the master of the late schooner. This latter document will place your Lordship in possession of all the facts of the case.

Although the Company's interest in the hull and fittings of the "Inkerman" was covered by insurance, the Underwriters look to the Directors to take such action as may be proper, to endeavour to obtain compensation for the outrage committed.

The Company, as stated in the letter to the Secretary of the Admiralty, has been, by the seizure of the vessel by the natives, deprived of her services in the River Cameroons; and as the Directors will not be able to replace her for a considerable period, that river is practically shut to the Company's steamers; and, judging by past receipts, a loss of freight of from 2,000*l.* to 3,000*l.* will be sustained.

They further desire me to state, that the master's nautical instruments, and his outfit for the intended service, were stolen from him by the natives who plundered the ship. This involves a loss of 150*l.* to him.

The Directors trust that your Lordship will be pleased to direct Her Majesty's Consul in the Brass to take immediate steps to exact compensation from the natives for all the losses sustained.

Your Lordship is doubtless aware of the great importance of the trade now being opened up in the River Niger, the principal mouth of which is the Nun; and considering the commercial interests involved, they hope the Chiefs in the river will be made to under-

stand that they must in future respect the property of British traders, who by their enterprize are contributing materially to the advancement of the native interests.

I have, &c.
(Signed) DUNCAN CAMPBELL.

Inclosure 2 in No. 11.

The Secretary to the African Steam-Ship Company to the Lords Commissioners of the Admiralty.

My Lords, *July* 10, 1867.

I HAVE the honour, by desire of the Directors of this Company, to inclose copy of a Protest made by the master of the Company's late schooner "Inkerman," which vessel, while on her voyage to the West Coast of Africa, was by the error of the pilot taken into the River Nun instead of the Brass, and was seized by the natives, and totally destroyed, the crew barely escaping with their lives. Full particulars will be obtained from the Protest.

The Directors respectfully request that immediate steps will be taken by your Lordships to instruct the Senior Officers at the Bight's Division to put a gun-boat into the river, to exact satisfaction from the natives for this gross outrage.

In addition to the value of the ship, say 1,550*l.* (which was covered by insurance), a loss of freight will be sustained by the Company, which the Directors, judging from past receipts, estimate at from 2,000*l.* to 3,000*l.*

The trade in the Cameroons will, so far as this Company is concerned, be entirely stopped for the next six months.

The Directors understand the owners of the cargo which was on board the "Inkerman," intend memorializing the Foreign Office on the subject.

The Directors trust such a demand will be enforced on the Chiefs of the river as will enable your Lordships to recover for them a sum equivalent to the loss sustained by the destruction of the "Inkerman," and the consequent interruption of the Company's operations in the Cameroons.

I have, &c.
(Signed) DUNCAN CAMPBELL.

Inclosure 3 in No. 11.

The Secretary to the Admiralty to the Secretary to the African Steam-Ship Company.

Sir, *Admiralty, July* 13, 1867.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that a copy of your letter of the 10th instant has been transmitted to the Foreign Office, in order that any steps they think proper may be taken with regard to punishing the natives for plundering and destroying the "Inkerman."

I am, &c.
(Signed) HENRY G. LENNOX.

Inclosure 4 in No. 11.

Protest.

BY this public instrument of Protest, be it known unto all whom it may concern, that on the day of the date hereof, before me, Francis Samuel Reynolds, Notary Public, by Royal authority duly admitted and enrolled and sworn, residing at Liverpool, in the county of Lancaster, and actually practising there personally, came and appeared William Chester Tydeman, master, and George Stephen Brooke, mate of the late schooner or vessel called the "Inkerman," belonging to London, of the admeasurement of 88 tons per register, or thereabouts, who did severally make and subscribe in my presence the declaration following, that is to say:

We, W. C. Tydeman and G. S. Brookes, do severally, solemnly, and sincerely declare, that on the 20th day of February last past, we, the Declarants, departed with and on board the said schooner from Liverpool, bound on an intended voyage to Brass River and

Cameroons, laden with a cargo of salt and general merchandize, the said vessel being then tight, staunch, strong, well found, and declared in every respect properly fitted, manned, and provided for the said voyage. Her said cargo being well stowed and dunnaged, and the hatches securely battened down and covered over, at 11 A.M., in charge of a pilot, and towed by a steam-tug, the vessel was got under weigh and proceeded to sea. At 1 P.M. the pilot, and at 4 P.M. the following day, the 21st, the steamer left us; all sail was made, and, meeting with variable winds and weather, and occasional strong breezes and heavy seas running, but with no material occurrence happening, the vessel continued her voyage, the pumps being regularly attended until April 29th, when at 5.30 P.M. the vessel was brought to anchor off the coast of Africa, about two miles to the eastward of a river which we supposed to be the Brass River. On the following day, the 30th, at 10 A.M., a canoe came alongside with a pilot on board, who boarded the vessel, and stated that he was a pilot for the Brass River, and had come for the purpose of piloting the vessel there. Before weighing the anchor, we both of us questioned the pilot as to whether the said river to the westward of our vessel was the Brass River. The man showed a bracelet on his arm, on which was inscribed in English "Good pilot for the Brass," and fully understanding from him that that was the Brass River, at 11 A.M. the vessel was got under weigh, and in charge of the said pilot proceeded up the said river, and at 1 P.M. the vessel was brought to anchor in the river in 7 fathoms water abreast of a factory.

About 1.30 P.M., the Declarant W. C. Tydeman left the vessel together with the pilot, and went on shore to the factory, where he was informed that the river which the vessel had been brought into was not the Brass River, but the River Niger, and the said master returned to the vessel. On the 2nd May, having engaged another pilot, at 8 A.M., under his charge, the vessel was got under weigh, and dropped down the river. At 11 A.M. she was brought to anchor in 7 fathoms of water off Palm Point, there being no winds and the tide being low. On the following day, May 3rd, at 8 A.M., in charge of the pilot, the vessel was again got under weigh, and proceeded down the channel towards the bar. At 10 A.M., there not being sufficient depth of water to cross the bar, the vessel was brought to anchor. Shortly afterwards, the flood-tide setting in, caused a heavy swell to run over the bar into the channel where the vessel was anchored, and caused her to labour and pitch excessively, and strain heavily at her anchor. At 3 P.M., the anchor dragged, and the tide driving the vessel towards a sand bank, a slight breeze springing up, the anchor was hove up, some sail was set, and every endeavour made to take the vessel into a safer anchorage, but the wind almost immediately falling to a dead calm, the vessel became unmanageable; both anchors were let go in order to bring the vessel to, as she was drifting near the breakers on the sand bank, a very heavy sea running, both anchors dragged, and the vessel continued to drift towards the breakers, which were very high, causing a fearful strain on the anchors. At about 4 P.M. the best bower-cable parted, and, fearing that if the other cable parted the vessel would inevitably be driven on the sand bank among the breakers, for the safety of the lives of ourselves and the remainder of the crew, the jolly-boat was launched, and we and the remainder of the crew and the pilot got into the jolly-boat, and lay to a short distance from the vessel, intending to return to her if possible. Shortly afterwards the small bower-cable parted, and the vessel drifted rapidly into the midst of the breakers, struck on the sand bank, and remained fast, with the sea making a clear breach over her. Finding it was useless remaining by the vessel, and the night coming on, we proceeded towards the river. At 7 P.M. landed the mate with one portion of the crew at the mission station, and the master, with the remainder, higher up the river at the factory. On the following day, the 4th, at daybreak we perceived the vessel had come off the sand bank, and was being carried by the flood-tide up the river; the master, with the portion of the crew that had landed with him, immediately got into the boat, and proceeded towards the vessel, when it was found that there were several canoes alongside, and others coming away from the vessel, with portions of her cargo, and on boarding the vessel it was found that there was a large number of the natives on board who had broken open the hatches, plundered a portion of the cargo, with all the cabin stores and furniture. An endeavour was made to drive the natives out of the vessel, but a number of others came on board, there being in all between 400 and 500 of them, all armed with knives and cutlasses. The natives commenced to threaten to take our lives if we remained on board, and for the safety of the lives of ourselves and the remainder of the crew, we were compelled to leave the vessel in the hands of the natives, who then cut away all sails, towed the vessel on to the beach, stripped her bottom of the copper, made a complete wreck of her, and carried away the whole of the cargo. On the 6th, finding there was no chance of saving anything whatever of the vessel or her cargo, we and the remainder of the crew proceeded to Brass River. On June 3rd we left Brass River on board the steamship "Calabar," and on June 14th, having arrived at Sierra Leone, the

master went on shore and duly noted a Protest in this behalf before a Notary Public at that place. On the 2nd day of July instant, we arrived at Liverpool on board the said steamer; the remainder of the crew were shipped on board a vessel called the "Sparkling Wave," bound for Liverpool.

And we make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act to repeal an Act of the present Session of Parliament, intituled 'An Act for the more effectual abolition of Oaths and Affirmations taken and made in various departments of the State, and to substitute Declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial Oaths and Affidavits, and to make other provisions for the abolition of unnecessary Oaths.'"

Declared and subscribed at Liverpool aforesaid, this 6th day of July, 1867.

(Signed) W. C. TYDEMAN.
G. S. BROOKE.

Before me,
(Signed) F. S. REYNOLDS, *Notary Public, Liverpool.*

Wherefore the said appearers did declare to Protest, and the said Notary at their request have protested, and by these presents do Protest, that all and whatsoever loss, damage, delay, or injury, which has happened to and been sustained by the said vessel, her tackle, or apparel, or the cargo on board her during the said voyage, is wholly owing to the accidents and circumstances hereinbefore mentioned, and to the dangers and perils of navigation, and not to the negligence, misconduct, want of skill, or attention of these appearers, or any of the crew of the said vessel, or to any defect or insufficiency in the said vessel, her tackle, apparel, or furniture.

In faith and testimony whereof, I, the said Notary, have hereunto set my hand, and affixed my notarial seal of office, this 6th day of July, 1867.

(Signed) FRANCIS S. REYNOLDS, *Notary Public, Liverpool.*

No. 12.

Mr. Egerton to Consul Livingstone.

Sir, *Foreign Office, August* 9, 1867.

I AM directed by Lord Stanley to acknowledge the receipt of your despatch of the 27th of June last, together with its inclosures; and I am, in reply, to acquaint you that under the circumstances reported in your despatch, his Lordship approves of your proposed visit to the Bonny River.

I am, &c.
(Signed) E. C. EGERTON.

No. 13.

Consul Livingstoue to Lord Stanley.—(Received September 2.)

My Lord, *Fernando Po, July* 13, 1867.

SHORTLY after reaching Bonny I sent King George Inclosure No. 1, and received Inclosure No. 2. King George called next day, and gave me an account of Bonny affairs.

It appears that besides the three powerful houses of Annie Pepple, Manilla Pepple, and Ada Alison, there are several small independent houses, which have done good service in their day by acting as mediators between the rival Chiefs when they happened to fall out. Some of these houses having fallen into debt, sold themselves recently to the aspiring house of Annie Pepple, on condition that he paid their debts; but as he was quietly absorbing house after house, the jealousy of the other two houses became greatly excited. "If we allow this to go on," said they, "the whole of Bonny will soon belong to Annie Pepple."

While in this excited state, a slave belonging to Annie Pepple quarrelled with one of Manilla Pepple's slaves, and from words rose to blows; a third person rushed into the fight to assist one of the slaves, and this drew in a fourth on the opposite side, which brought others in, until in a few minutes all the low men in Bonny were fighting with

matchets and gin bottles, there being no stones in the town. This "civil skirmish" was at length stopped by the pluck of King George, who threatened to blow some of their brains out.

Next day notes came to the shipping, asking for lint and any kind of salve good for cut heads.

King George wished me to bring a man-of-war, and compel his Chiefs to do whatever I thought right; also to order Annie Pepple to pay him a debt—one of the small houses owed to his father, the late King Pepple,

In reply, I said that Her Majesty's Government, while willing to tender its good offices to prevent bloodshed and secure harmony and good-will, never desired to interfere in the internal affairs of any nation, and that I was sure the King and Chiefs would be able to arrange these purely Bonny matters, which they understood better than anyone else, in a friendly and satisfactory manner. I suggested, however, that as it was now in the power of any two slaves to set the whole of Bonny by the ears, it seemed desirable to have a law to fine any persons who began a fight, and to fine heavily a third party who, instead of trying to stop it, went into it.

I offered to meet with his principal Chiefs, to see if I could be of any service. Inclosure No. 3 was received the day before the proposed meeting.

The Court of Equity say the jealousy of the three Chiefs about the balance of power is so great, that a civil war may break out at any moment. When one Chief hears that another has purchased ball-cartridges he at once does the same. They think that a display, or at least a threat, of force will be necessary.

In private interviews with Annie Pepple, at his own request, and also with Manilla Pepple (Ada Alison was sick), both assured me that they had no connection whatever with the late disturbance; they wished to live in peace, as fighting would be their ruin, and that of Bonny.

They approved of a law like that suggested above.

I warned them that Her Majesty's Government would hold them responsible if the shipping was injured, or British property destroyed by any violent outbreak.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 1 in No. 13.

Consul Livingstone to King Pepple.

King George, *Hulk "Ben my Chree," River Bonny, July* 2, 1867.

I HAVE the honour to acknowledge the receipt of your note; and to state that I have come over to tender you my good offices, in orper to reconcile your Chiefs, and thus preserve the peace and prosperity of Bonny.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 2 in No. 13.

King Pepple to Consul Livingstone.

Dear Sir, *Bonny Town, July* 2, 1867.

I BEG to acknowledge receipt of your kind note of this date. In reply, I am sorry to state that on account of my present sickness, as you have previously learnt yesterday from my brother, I would request that a meeting should not be called for a day or two, when I hope to be better.

I shall, however, come and see you to-morrow (weather permitting). Hoping you will not think anything averse to my proposed delay, I remain, &c.

(Signed) GEO. PEPPLE, *Rex.*

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nclosure 3 in No. 13.

King Pepple to Consul Livingstone.

Sir, *Bonny Town, July* 5, 1867.

MY reason for now addressing you is to inform you most respectfully of another attack of sickness and fever arising from my having gone about with my boil before it had really got better. In consequence of which I find that, however strong my inclinations are as to having our proposed meeting held to-morrow, it would be doing a lasting injury to my constitution.

I therefore beg that it should be postponed until I shall be better, when I will write you again.

With due respect, I remain, &c.
(Signed) GEO. PEPPLE, *Rex.*

No. 14.

Lord Stanley to Consul Livingtone.

Sir, *Foreign Office, September* 9, 1867.

I HAVE received your despatch of the 13th July, giving an account of your visit to Bonny; and I have to inform you that I approve the steps which you appear to have taken to preserve peace among the Chiefs of that district.

I am, &c.
(Signed) STANLEY.

No. 15.

Consul Livingstone to Lord Stanley.—(Received October 3.)

My Lord, *Fernando Po, August* 28, 1867.

I HAVE the honour to report that the slaves brought to this island from Cuba as apprentices to the Spanish Government for five years are now said to be free.

The Government has built for them a small town adjoining Clarence, and the Governor-General is anxious to procure wives for those who have none. His project, as communicated to me by a planter, is to purchase forty young women on the coast, and liberate them in Fernando Po.

The Governor, my informant said, intended to speak to me on this matter in a few days, and also to ask for a certificate for a ship to be engaged in case of a visit from a cruizer.

As this was evidently a feeler, I replied that forty young women could not be obtained on the coast, except by re-opening the odious Slave Trade, now entirely suppressed in this Consular district, and nearly so on the whole of the West Coast; that it would be a greater evil to encourage the Slave Trade than any good resulting to the women, and if his Excellency should visit any part of the coast he would find the women as free as they would be here, viz., to work for their husbands. Since the suppression of the Slave Trade in the Cameroons the value of women has risen enormously; a woman is now worth 50*l.* A certificate is out of the question; any ship found purchasing slaves will be seized, and if by rare chance one should escape our cruizers it would be my duty to report her to Her Majesty's Government.

I suggested, that as some of these emancipados had married Bube women, the others might easily find wives for themselves in the fair way of courtship among the 20,000 Bubes on this island; or the Governor might send them to their own country on the Congo to court wives there. The Governor was afraid if he allowed them to go to the Congo they would not return. Is it to be understood then, that, like the political prisoners, they are free to stay in Fernando Po, but not to leave it? I shall deeply regret to hear that his Excellency gave the slightest encouragement to the pernicious Slave Traffic.

The Governor and Council have since had this subject before them, but I have not yet learned the result. His Excellency has not yet spoken to me on the above. I think he will abandon this project.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

No. 16.

Lord Stanley to Consul Livingstone.

Sir, *Foreign Office, October* 5, 1867.

I HAVE received your despatch of the 28th August last, reporting the answer which you had given to the suggestions of a planter for the importation of slave women to Fernando Po, and I have to state to you that I approve the language which you held upon that occasion.

I am, &c.
(Signed) STANLEY.

No. 17.

Consul Livingstone to Lord Stanley.—(*Received December* 2.)

My Lord, "*Lee*," *October* 29, 1867.

IN accordance with your Lordship's despatch of the 31st of July, directing me to inquire into the case of the plunder of the schooner "Inkermann" by the natives of the River Nun, in May last, I have the honour to report that on the 24th instant I visited the River Brass with the senior naval officer, having learned that the Brass Kings, Arishma and Okea, with whom we have a Treaty, claim sovereignty over the small Akassa tribe at the Nun mouth. Messengers were sent for the Kings, who live 35 miles up the Brass River, and while waiting their arrival I went by boat, with the Assistant-Paymaster, through the Akassa Creek, to the West African Company's factory on the Nun, in order to obtain all the evidence which could be collected on the spot. Mr. King, agent for the factory, was the only person I could find there, who was acquainted with the facts of the case. The master and crew of the "Inkermann" lived with him after they had abandoned the ship. Mr. King's statement is herewith inclosed.

We met King Okea and his chiefs on the 27th, but King Arishma did not come. King Okea assured us that if there had been a single white man on board the Akassas would not have touched the ship; they never robbed ships; and the Brass kings and chiefs always protected the ships, and this the English traders present said was true; and that King Okea went over to the Nun, directly he heard of the "Inkermann's" loss, to punish the Akassas, who fled into the bush; but that he gave up the idea of punishing them on learning that the vessel was abandoned before the Akassas took possession. The English law of salvage was explained to King Okea: he thought it good for England, but not for Africa. "When a ship is abandoned, and brought to us by the sea, with no one in her, then, by the custom of our country, she belongs to us." Our investigations show that the "Inkermann," when taken possession of by the natives, was a derelict, and that she was imperilled and abandoned by the incompetency of the master. That the natives threatened the lives of Mr. King, the master, and two of the crew may be true, but it was in a language none of them understood, and there is only the testimony of the Akassa interpreter for this. The natives were all this time in their own canoes alongside the ship, and did not go on board until the ship was abandoned the second time. Mr. King, who is a black man, left the ship, not from fear of his life, but because he could do nothing to save her: she had no anchor, and his own men had been sent early that morning to inform the consignee in Brass of the ship's loss. Had the "Inkermann's" crew been on board they might have saved her.

As the pilot Carry wears an ivory armlet, marked "Pilot for the Brass," and sometimes tells the masters of vessels that the Nun is the Brass, or the Small Brass, King Okea, at our request, promised to take this armlet from Carry, and make him wear one marked "Pilot for the Nun," and punish him should he again deceive an English vessel. The English traders think Carry's motive in endeavouring to get ships into the Nun is merely to obtain pilotage, and to drive a little trade with them in palm oil.

As the natives in the whole of my Consular district firmly believe that everything cast up by the sea belongs to them, as the lords of the soil, it would be inexpedient to interfere with this ancient faith and practice; and no fine could ever be obtained from the Akassas, even were it just to impose one.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure in No. 17.

Statement of William King, Agent for the West African Company, Victoria Factory, River Nun.

THE pilot Oruna (who cannot speak a word of English) brought the "Inkermann" into the Nun, for which he was paid 1*l.* 10*s.* by Mr. Tydeman, master.

The "Inkermann" left on the third day with the pilot Carry on board, and was seen from the factory to get much nearer to the line of breakers than any ship ever did before.

When the master, crew, and pilot returned to the factory after abandoning the ship, the pilot Carry told Mr. King that the master refused to anchor when requested by him, and kept on till in four fathoms water; that it was all his (the Captain's) fault the vessel was lost.

Mr. Tydeman paid Carry 1*l.* 5*s.*, and told Mr. King the ship would be in pieces before morning.

About 8 o'clock next morning they saw a number of canoes passing the factory up the river; and, hearing that the vessel had passed up round the point. proceeded on board with the master and two of the crew, the rest of the crew having refused to go; on arriving on board the natives were plundering her; Mr. King told them to leave, as they had no business to plunder her. All went over the side into their canoes. Crowds of other canoes came, and soon King's interpreter said, "The people say, 'Why you interfere? This not Company's ship. The captain done leave this ship, it is ours now,'" and were threatening to kill him. King said he would leave, and the captain replied, "if you leave her, I will leave her too."

Had Mr. King's men been on board with him, or had there been an anchor in the ship, he thinks he could have saved the ship for a puncheon of rum.

The ship had made no water, her salt being perfectly dry.

AFRICA. (*Consular*)—*Niger District.*

No. 18.

Consul Mc Leod to Lord Stanley.—(*Received January* 3, 1867.)

"*Mullet,*" *off the Mouth of the River Niger,*
(Extract.) *November* 26, 1866.

CAPTAIN ROBINSON informed me that he had detained the "Investigator" until the 24th September for the purpose of conveying me to Lukoja, and having learnt that I had been detained *en route* by illness, and was then suffering, that officer, in consultation with Captain Glover, who your Lordship is aware surveyed the River Niger in 1857, 1858, and 1859, decided that it was advisable and practicable to attempt to convey me, on my requisition, to Lukoja, or, at least, to Onitsha, in Her Majesty's steam-vessel "Investigator," which had returned from the Niger and was then lying at Lagos. The Senior Officer in the Bights dispatched an order by the "Calabar" to Lieutenant-Commander Jones to prepare the "Investigator" for service in the Niger, and that officer having received his instructions on the arrival of the "Calabar" at Lagos on the 19th instant, coaled and provisioned the "Investigator." On the morning of the 23rd, Captain Robinson came into the harbour of Lagos, and with Lieutenant-Commander Jones, accompanied me in visiting the Rev. Dr. Crowther, Bishop of the Niger, to have the benefit of his advice as to my reaching Lukoja, if the "Investigator" should be able to land me at Onitsha. The Bishop of the Niger informed us that the natives of the river, even above Onitsha, were not to be trusted, and adduced instances in which a canoe had been dispatched with a letter express from Onitsha to Lukoja which might have reached that place in five days, and yet had not arrived in two or three months; and that, therefore, my plan of sending a canoe from Onitsha to Lukoja to apprize Mr. William Fell in charge of the Niger Mission of my arrival at Onitsha, with a request that he would come to me at the latter place, and, if safe for him to come, it would be equally so for me to go in his company to Lukoja, could not be carried out.

The Bishop on further discussion admitted that, if I had a boat with a crew of natives from Lagos, who had some knowledge of the power and resources of the British Government, I might succeed in communicating with Mr. Fell at Lukoja from Onitsha. Captain Robinson at once agreed to supply me with a boat, and Lieutenant-Governor Glover obtained a crew of Nufi men through the Chief Tapper, who was at that time waiting on his Excellency at Government house.

At 2 P.M. on the 24th, I took leave of Lieutenant-Governor Glover who, accompanied by some of the highest officials in the Colony, had the kindness to see the Senior Officer of the Bights and myself into the boat which conveyed us to the "Investigator," and to wish the Expedition "God speed." At 3 P.M. we reached Her Majesty's gun-vessel "Mullet," and at 5 P.M. she proceeded for the Niger with the "Investigator" in tow.

As it is possible that the "Investigator" may ground in the Niger, either before reaching Onitsha or on her return down the river, in which case it is more than probable than she could not be got afloat until June next, your Lordship will be pleased to learn that every precaution has been taken to prepare for such a contingency so as to save, in the first place, all her officers and crew; and, in the next place to leave as few persons as possible in her to exposure to the climate in the delta of the river for so long a period as seven months.

No. 19.

Consul Mc Leod to Lord Stanley.—(*Received January* 3, 1867.)

(Extract.) *Lagos, December* 5, 1866.

THE inclosed letter will explain to your Lordship fully that from the want of water in the Niger, Her Majesty's steam-vessel "Investigator" was not able to reach Onitsha; and that from the hostile appearance of the natives, it was not deemed advisable to permit a volunteer force to accompany me up the River Niger.

That, in consequence, Her Majesty's steam-vessel "Investigator" landed me here yesterday.

Inclosure in No. 19.

Commander Robinson to Consul Mc Leod.

"Investigator," off Truro Island, River Nun,
Sir, *November* 29, 1866.

IN compliance with your requisition of 23rd November, Her Majesty's ship "Investigator" has been ordered to convey you and your men up the River Niger, to Onitsha; being myself anxious that this service should be carried out successfully I have accompanied the expedition.

Up to this date, at eleven A.M., our progress has been satisfactory; but on attempting to pass by Truro Island, on the western side, where deep water is marked in the chart, "Investigator" took the ground, the water at this point having fallen fully twelve feet.

Lieutenant-Commander Jones, having anchored the "Investigator," proceeded to sound the river in the hope of finding a passage for his vessel—in performing this duty he was employed for two hours—but returned without success; a boat was then sent to sound the passage to the eastward of Truro Island; the report received was that there was a passage of two fathoms on that side of the Island.

Returning in "Investigator" to the south end of Truro Island, we tried to pass to the eastward, but on approaching the north end of the island we found the water had fallen to such an extent that the sand banks were only covered by about one foot of water. Lieutenant-Commander Jones again tried in every direction to find a passage for his vessel, but having sounded in every direction, he failed in connecting the channel of the river with the deep water above the shoals situated to the northward of Truro Island.

Under these circumstances it becomes my duty to order the return of "Investigator" to the mouth of the Nun.

With reference to your proposal to proceed in a boat of Her Majesty's ship "Mullet" to Onitsha, and from thence to Lukoja, I think, under the circumstances, it would be a most unsafe and imprudent proceeding. From all we have seen of the natives since our arrival in the river, I do not think that with a crew of Africans in your boat, you would be justified in attempting the undertaking; and as I do not think I should be justified in sending white men on this service, and feeling convinced that the natives could not resist the temptation to plunder your property, which might complicate matters in this river, and perhaps stop trade for a considerable time, it is my opinion that you should return in "Investigator" to the mouth of the river, and thence to Lagos.

I have, &c.
(Signed) CHAS. A. P. V. ROBINSON.

No. 20.

Consul Mc Leod to Lord Stanley.—(*Received February* 2.)

(Extract.) *Lagos, December* 31, 1866.

I HAVE the honour herewith to forward my Consular Report for the quarter ended this day.

From the circumstances under which I visited the Niger, my first Consular Report will of necessity be very brief, although it may tend somewhat to the future development of trade, at least in the Delta of the Niger.

Her Majesty's steam-vessel "Investigator" reached as high as Tudor Island.

From the Nun mouth of the Niger, for a distance of at least fifty miles, there was every indication of the banks of the river being well adapted for the cultivation of ground-nuts, rice, and long sea-island cotton; while palm-nuts and palm-oil were produced in considerable quantities, there being at numerous villages large canoes from the Brass entrance of the Niger loading with the latter valuable commodity.

The appearance of the natives, from the entrance of the river up to Tudor Island, was exceedingly hostile; and it was a subject of remark on board the "Investigator" that they were more especially so where the canoes from the Brass were being loaded. This confirmed me in an opinion, now of many years' standing, that the hostility of the natives of the Delta of the Niger towards vessels passing up and down the river emanates in a great measure from their anxiety to be traded with, and they have become naturally jealous of vessels passing up without trading with them.

The natives at some places, both going up and also on our return, held up large pieces of wood, indicating that they were prepared to furnish us with fire-wood, as doubtless with valuable dye-woods, now finding their way to other entrances of the river.

It will be my study, my Lord, in the interests of trade and navigation, and also in those of civilization and Christian progress, to overcome this feeling of hostility.

No. 21.

Lord Stanley to Consul Mc Leod.

Sir, *Foreign Office, August* 20, 1867.

I TRANSMIT to you herewith a copy of a letter which I have received from M. de Katte, the Prussian Chargé d'Affaires at this Court, stating that a Lieutenant Stumm is about to proceed on a Mission from the King of Prussia to the Sultan Omer of Bornou; and that it would be of special advantage to him if, on his returning out of Central Africa to the Coast of Guinea, he could have a passage afforded him from the confluence of the Niger and Tchadda Rivers on board the English steamer that usually ascends the Niger every year.

I have accordingly to desire that, in the event of Lieutenant Stumm's presenting himself at Lukoja, you will afford him every facility in your power to return to the coast, either by way of the Niger or overland, should there be no opportunity of forwarding him by the river.

I am, &c.
(Signed) STANLEY.

Inclosure in No. 21.

M. de Katte to Lord Stanley.

(Translation.)

My Lord, *Prussian Embassy, London, August* 13, 1867.

LIEUTENANT STUMM, a Prussian officer, has been commissioned by the King, my most gracious Master, to be the bearer of some presents which His Majesty has determined to send to Sultan Omer of Bornou, at Kuka, on Lake Tchad. His Majesty means this attention to the Sultan as an acknowledgment of the civilities shown by him to former travellers, and the object is at the same time thereby to prepare a favourable ground for future scientific Missions.

Lieutenant Stumm's journey will also have a scientific aim, and he will come to England shortly to put himself in communication with some of the geographical authorities. It would, however, be of special advantage to him if he could direct his course, on returning out of Central Africa from Lake Tchad, to the south-west on the coast of Guinea, and if, for this purpose, he could make use of the English steamer which, according to the accounts, is to go up the Niger once a year, as far as the mouth of the Bernué, and perhaps still farther.

By direction of the King's Government, I have to request that your Excellency may be kindly pleased to take the necessary steps with the competent authorities, so that Lieutenant Stumm may have permission to make use of that steamer, and that such facilities and furtherance may be afforded to him as are compatible with the circumstances.

His Majesty the King his pleased to take particular interest in Lieutenant Stumm's intended journey, and his Government cannot entertain a doubt but that the Government

of Her Majesty the Queen of England will gladly aid in promoting an undertaking which is to be carried out in the interests of science.

With cordial thanks for your Excellency's trouble in this matter by way of anticipation, I have, &c.

(Signed) KATTE.

No. 22.

Consul Mc Leod to Lord Stanley.—(Received October 16.)

My Lord, *Lukoja, September* 1, 1867.

I HAVE the honour to inform you that I arrived at Lukoja in Her Majesty's ship "Investigator," under the command of Lieutenant and Commander Albert E. Kay, R.N.

Inclosure No. 1, being a copy of the proceedings of Her Majesty's ship "Investigator" since she left Lagos, which has been kindly furnished to me by Lieutenant Kay, R.N., will acquaint your Lordship with the circumstances under which I arrived here. On the 29th ultimo, the "Investigator," having been wooded and supplied with fresh provisions, I embarked on board of her, in company with Mr. Fell, for the purpose of proceeding to Rabba, and, in obedience to your Lordship's instructions, visiting King Masaba.

On the evening of that day, after anchoring, the Commander of the "Investigator" deemed it his duty, on a requisition to that effect from the Assistant Surgeon in charge, in obedience to his instructions from the Senior Officer of the Bights, to proceed out of the river as quickly as possible, in consequence of all the white men in the ship being on the sick list, and completely prostrated from the effects of the severe and protracted duty which devolved upon them during the eleven days she was aground in the delta of the Niger, and exposed to six different attacks by the Imblamah pirates, during each of which they endeavoured to obtain possession of Her Majesty's ship "Investigator."

The "Investigator" returned to Lukoja on the 30th ultimo, when Mr. Fell and myself disembarked. She leaves here to-morrow at daylight, and inclosure No. 2 will acquaint your Lordship what I deemed it my duty to address to the Commander-in-chief on the West Coast of Africa, relative to what I was an eye-witness of in the gallant defence of Her Majesty's ship "Investigator."

I am in hopes, my Lord, that Commodore Hornby will be enabled to re-man the "Investigator," and send her up with the supplies necessary for me to maintain my position during the ensuing year; and also to carry me to Rabba with Mr. Fell, who is instructed by your Lordship to introduce me to King Masaba.

I have, &c.

(Signed) J. LYONS Mc LEOD.

Inclosure 1 in No. 22.

Lieutenant-Commander Kay to Consul Mc Leod.

Sir,

I HAVE the honour to report the proceedings of Her Majesty's ship under my command.

1. On the 26th July I left Lagos Roads, in tow of Her Majesty's ship "Espoir," at 1 P.M., arriving off the mouth of the Nun on the afternoon of the 27th, at 7.30 P.M. I sent "Vindictive's" pinnace (which had been towed down for coaling ships), per signal to "Espoir," for coal; at the same time I represented to you that it would be dangerous and almost impossible to receive coal, as, owing to the state of the sea, the ship was battened down, and straining and leaking very much, therefore the coaling was deferred until the next morning.

2. *July* 28.—The state of the sea still being the same, I asked your permission to purchase coal from the factory inside the river, which, being granted, I weighed at 9 A.M., in company with "Espoir," to make out the entrance of the Nun; at 9.30, the "Espoir" having anchored, I proceeded over the bar, which was a particularly good one, there being scarcely a breaker, and keeping the marks on, as per Glover's chart, anchored at 11 A.M. off the factory at Akassa, and made arrangements with the agent of the West Africa Company in charge of the factory, to supply us with 30 tons of coal, 10 of which were to be reserved for us until our return. Sent the pinnace, which I had permission to take up the river, to English brigantine "Cecil," to fill up with coal. At 1 P.M. weighed and proceeded out over the bar towards "Espoir;" fired a gun, and hoisted signal "coal," to

acquaint you that we could be supplied. Observing a gun fired from "Espoir," and a signal to proceed, re-crossed the bar, and proceeded alongside "Cecil;" lashed ship, and commenced coaling. Received on board 21½ tons of coal. Draught of water of the ship then being, aft 6 feet 6 inches, forward 5 feet 6 inches.

3. 6 A.M. of the 29th.—Cast off from "Cecil," and proceeded under steam, with pinnace in tow astern, up the river, entering Lewis's Creek at 8 A.M., but grounded, it being dead low water. At 10 A.M. ship floated, when we proceeded; the weather was very foggy, and with deluges of rain at intervals. At 6.10 P.M., stopped and anchored for the night off Bassa Creek.

4. *July* 30, 6.10 A.M.—Weighed and proceeded under steam up the river, arriving off Angiama at 8.30 A.M. King Affroma came off; he declared King M'damah was dead, and that he was his successor; to him I delivered the presents which I had received from the Administrator of Lagos, and proceeded, anchoring off Baramleeri at 6.40 P.M.

5. *July* 31, 6.10 A.M.—Weighed and proceeded at 10, passed the five hostile villages of Imblamah; after passing, the natives fired seven guns, which we supposed was meant for a salute. 11.45 A.M., ship suddenly grounded on a sand bank, stopped and backed engines, the feed pumps being choked with sand, drew fires. Before the ship struck, the last soundings called was 3½ fathoms, speed 4 knots, the river being so very low, and water at the time still falling, I could not depend on the chart. I immediately loaded pinnace with 4 tons of coal from the forecastle to lighten the ship; two canoes in the meantime came alongside, wishing to trade, and making gestures for drink, but being too much engaged I sent them away. I then laid out starboard-bower anchor and hawser astern, and tried to heave the ship off, but the anchor coming home on two different occasions, the hawser carrying away twice, it being very rotten, I ran a warp out to a tree on shore; at the same time laid out bower anchor and four shackles of cable on port quarter, hove taut on this, but finding buoy of cable washed under by the tide, I under-ran it, and rebuoyed, hove taut, but ship did not move; I then deemed it advisable to lighten her forward, having still a great quantity of coal on the forecastle. It being some distance from the hostile villages, I sent pinnace to land about 4 tons of coal close down to the water, the shore being distant about 60 yards, and left a krooman in charge of it. On the pinnace returning, I went in gig to her to rebuoy anchor and second shackle of cable, it having come unbent; having performed this, and when about to return on board, being about 10 yards from shore a very, heavy fire of musketry was opened on us and the ship in the immediate vicinity of the coal. At the first volley ever krooman disappeared overboard from the pinnace, leaving myself and gunner's mate to haul her alongside. I hailed the ship to open fire with port howitzer and rifles, to cover the boat, which was done immediately; arriving on board, I observed the krooman whom I had left in charge of coals floating in the stream, and a native swimming after him, cutting at him with a sword. I sent Mr. Mallory, Sub-Lieutenant, in gig to pick him up, covering the boat (on both of which a heavy fire was kept up) from the ship. The feed pumps now being cleared, I got up steam for full speed, and backed astern, heaving in on the cable; the ship being still hard aground, and water falling, stopped engines; towards sunset the fire from the natives ceased. I then gave pinnace another load of coal, hove taut again, and went astern full speed, but with no success, so I stopped engines and banked fires for the night; commenced heaving coal overboard from the forecastle. I gave orders for ten rounds of ammunition to be issued to every white man, and armed the kroomen and all others with cutlasses, boarding-pikes, and tomahawks, in case the natives should attack the ship during the night. The casualties on this day were (1), Tom Lewis (krooman), who was on shore in charge of coal, severely wounded in head, back, and sides, with sword cuts and slug shot; (2) Tom Dandy (dangerously), bullet-wound in knee; and kept the men armed during the night on deck, under cover, but all was quiet on shore.

6. *August* 1, 5.30 A.M.—Weighed bower anchor, and laid it out right astern, hove taut, and backed astern full speed, but found ship would not move. At 7 A.M. tried again, and while so doing, a heavy fire was opened on us from the shore, mortally wounding Wm. Grando, engineer's servant, shot in the abdomen. Ship being still hard aground, and the fire from the natives wounding another of my men (Ben Coffee, kroomen), bullet wound in the arm, I stopped the engines, and commenced heaving overboard everything heavy from forward, including our own provisions, and a great quantity of provisions and supplies belonging to Mr. Consul McLeod, which he was taking up for his twelvemonth's stay at Lukoja, cases of wine, ale, and porter belonging to the ward-room mess, and also those purchased for the ship's company as medical comforts, the whole time firing from the shore continuing. The kroomen behaving with great cowardice, and being paralyzed with fear, I was obliged to draw my sword on some to make them work. I ordered McMallory, Sub-Lieutenant, to attend forward, while I, with gunner's mate, fought the

port howitzer, the white men covering us with rifles. Observing numerous large canoes coming up the river on the opposite shore, I opened fire with starboard howitzer, imagining they were carrying the news up to the hostile village of Agheri; this had the effect of clearing both sides of the river. I hove taut continually, using engines as requisite, water still falling. Stopped, and sent every one one below under cover, as when the natives saw no men on deck they ceased firing. After the men's dinner, commenced lightening ship by heaving overboard everything heavy, including coals from bunkers; the kroomen, not understanding anything said to them, hove overboard everything that came within their reach. Hove one cable at intervals, and used engines, but with no better result. The crew were mustered at their quarters, and their arms inspected, ready for any emergency.

7. *August* 2.—At 3 A.M., fired on a canoe close into the bush. At daylight began heaving on cable, and backing, which was continued at intervals throughout the day. For the better security of my men, I lined the port awning curtain with wadmiltilt and blankets. At 9 A.M. Wm. Grando died from wound received on the previous day. I now sent kroomen over the side to dig a trench and clear away sand from the ship's bottom, heaving on cables at the same time. At 2 P.M., the natives commenced a heavy fire, which I returned, when it ceased for a short time. At 2.20 committed to the stream the remains of the late Wm. Grando. At 3 o'clock the natives again began firing on us; this time with great guns and muskets, which was kept up until sunset. The first gig was shot through and sunk; immediately hauled her round starboard side, and repaired her; two large shots passed through lower part of funnel; one through after part of boiler casing, and another lodged in hull on port-bow. These shot appeared rather larger than those contained in our case. The blankets which were put up were riddled. This afternoon I returned the enemy's fire occasionally, preserving my ammunition as much as possible; their firing ceasing at sunset. No casualties. Fitted out pinnace, should I be obliged to abandon the ship. Men at their quarters as usual, armed. Draught of water aft, 6 feet 6 inches, forward 3 feet 8 inches, amidships hard aground.

8. *August* 3.—As on previous days, hove at intervals on cables; but the ship still being hard aground, and the only weight amidships, my coals also getting short, drew fires and blew out boilers, thereby lightening the ship somewhat, intending to set my kroomen at work to dig the sand clear of her. I now hove overboard private gear belonging to myself and Dr. Sanderson, to the value of 568*l.*, consisting of brass rods, cowries, cloths, &c., private gear belonging to Mr. Winterbottom, clerk in charge, to the value of 140*l.*, aad goods brought up for a merchant at Lagos. At about 2 P.M. I heard the natives on shore hailing and showing a white flag. I displayed my white handkerchief, and a canoe with four men came alongside. They informed us, by means of an interpreter, that they now wished for peace, which I of course agreed to. They said, that another steamer on her passage up the river had grounded close to, for three days, and that for a present they had dug her out, and wished me to allow them to do the same. I accepted their offer at their request. I sent a few presents to their Chief, and they departed. Hove taut again, but anchor coming home, laid it out afresh in pinnace, backed by stream anchor, and hove taut. 6 P.M., canoe returned, with thanks from Chief, promising to send twenty men to dig ship out the next morning. Men slept armed. All quiet on shore.

9. *August* 4, 6 A.M.—Commenced trying to heave ship off again, but the after capstan was beginning to get very weak. My men, after four days' hard work and exposure, were gradually succumbing to the fatigue, I therefore gave them a little rest. At 7 A.M., a canoe came off with a fowl, as a present from the Chief; at the same time other canoes pulled freely round the ship, the greater number of them containing females, by which I thought all hostility was at an end. My kroomen were employed trying to clear sand away from the ship. At 1 P.M., a considerable number of natives in canoes came alongside to dig the ship off, hands on board heaving on cables; but the number of natives increasing, and as they made no progress whatever, but a great deal of noise; it also getting late, I deemed it advisable to send them away, and to have an interview with the Chief on shore. About 4 o'clock I landed in gig, and had a palaver with the Chief, about 400 natives being present. On my inquiring their reasons for molesting us, they answered that I would not return their salute, or stop to trade; and that I landed coal without asking their permission. I informed them that I did not trade, not being a merchant-vessel; also that I was going to King Masaba with the Consul, or head white man of the river; that I did not come to make war, but peace. Why I did not salute in return was, that having still to pass several more villages marked hostile, they might imagine that I was firing at them. The palaver terminated, by the Chief still promising to send me twenty men early the following morning to give us assistance, offering a large canoe to put away heavy gear in to lighten ship, and that I might land anything I pleased. He also said he would pay me a visit

himself. I then returned on board. The natives retired into the bush, I noticed that the whole of them with muskets and swords. Fearing there might be treachery, I kept the men prepared as on previous nights.

10. *August* 5, 4 A.M.—Lit fires and got up steam, the kroomen having succeeded in clearing away considerable quantity of sand. At 6 o'clock, hove on cables and backed astern full speed, but after-capstan giving out still more, stopped engines and brought cables to foremost capstan, with a purchase on the after one, ship still hard aground; draught of water, aft 7 feet, forward 4 feet, amidships, hard aground. A canoe was continually going to and fro between the ship and shore, concerning presents to be given the Chief for helping to float the vessel, also requesting two white men to be sent as hostages for the twenty he would send, and as a guarantee for the present promised. I would not agree to this, when another request was made for ten bags of cowries and one black man as hostage, also wishing to see me again. I was on the point of going, although he had said he would visit me, but being strongly advised by Consul McLeod not to trust myself on shore again, I decided on remaining on board, but sent five bags of cowries, the other half to be paid when the ship floated, and John Brown, Benin boy, volunteered to go as hostage, and went on shore in the canoe with them. But no sooner had they landed and got under cover than a terrific cross fire with large guns and muskets was opened on us. I returned it with case shot and diaphragm shell from howitzers with rifles, but after a short time sent my men below under cover, giving them a shell now and then, which when they burst among them screams were heard as though some had been killed or wounded; their fire also slackening, and eventually ceasing about 3.30 P.M. John Brown still remains in the hands of the natives. We have generally been fired on when they observe any work going on; and now it is my opinion that all the palavering was for nothing else than to give them time to bring down more guns and ammunition, and that all they came on board for was to see what damage they had done, and also to observe our strength. Kept prepared during the night should anything happen.

11. *August* 6, at 1 A.M.—Hove taut, backing with engines, but with no success. At 4 o'clock made another trial. Lightened ship in every possible way, as the enemy had evidently received reinforcements, and their firing of yesterday being heavier than we had heretofore experienced. Among other articles I was compelled to heave overboard were spare engine gears, Government cowries, correct list of everything being entered in the ship's log. Kroomen still clearing away sand, and hands on board heaving on cables, which was continued during the day, the natives being quiet, though heavy guns were fired down the river, but the ship did not move in the slightest degree; men, as usual, slept at their quarters.

12. *August* 7, 6 A.M.—Hove on cables and purchases, backing astern, but having only half a ton of coals remaining, drew fires. The anchor coming home, sent pinnace to weigh it, but the buoy rope stranding, hove taut again, the anchor holding. At 10.15 A.M. the natives suddenly opened a heavy cross fire with large guns and rifles; it was returned by howitzers and rifles occasionally. At 11.12 the foremost howitzer was dismounted by recoil. At 11.13 a similar accident happened to the after one; and by 11.15 both guns had been mounted and fired. At 11.45 a fire was opened from opposite shore, which was very soon silenced. Finding the enemy were laying their guns so as to rake us as much as possible, I was obliged to cut away part of the port bulwarks, so as to enable me to trim my gun further aft. At 12 o'clock, Moses Johnson, Consul's servant, received a bullet wound in the arm whilst speaking to the Consul. At 2 o'clock observed a canoe pulling for the ship, holding up a white umbrella. I showed my white handkerchief; but a heavy fire was opened on me from the shore, which ceased at 2 P.M., when they observed the canoe approaching the ship. I allowed the boat to come alongside, and the man who was in charge of it informed me that he had been sent by his father, who was Chief of a town near Onitsha, to inquire the reason of the natives firing on us. We told him the circumstances, and he left the ship to palaver with the natives and try and restore John Brown to us, but shortly returned, not having been successful. Our intercessor said the "Thomas Bazley" was at Onitsha, loading. About 4.30 P.M. he left the ship, being called by the natives on shore, and did not return. All quiet during the night; men slept armed. The ship this day received the following damages:—one shot through foremast, two on port bow, one through head of mainmast, after dead eye of fore-rigging shot away, and ridge rope of awning; a musket-ball shattered one of the glasses of standard compass.

13. *August* 8.—At 6 A.M. hove taut, but with the usual result. Kroomen still over the side clearing away sand. 4 P.M. the anchor came home. I laid it out afresh with four shackles of cable, and found the hawser of backing anchor (stream) had parted and buoy rope carried away. I dragged for it, but could not recover it, owing to the strong

current; the anchor being laid out, hove on cable. This evening exercised the crew at repelling boarders, as the natives having been quiet all day, I thought perhaps they were planning a night attack; but we were not disturbed; men slept armed.

14. *August* 9, 6 A.M.—Hove on cable, but was not successful in starting the ship. Draught of water about the same; if anything, the river was falling. At 10 o'clock, the man that had come down the river to palaver with the natives came on board, and told us that the whole of the previous day he had been engaged in our course, but could not persuade the natives to give up my man. John Brown appeared abreast the ship, seemingly quite well, and had not been robbed of his clothes. A bottle of rum and some cloth was offered to me by those who had opened fire on us, but I would not accept it. Having reason by his asking me for so many presents to suspect this man, who called himself our friend, I refused to give anything more, as the man was made a prisoner when hostage, and not during the fight. He then left the ship. I employed my kroomen as usual, digging away the sand, and got port bower anchor aft ready for backing the one down. All quiet during the night; men still sleeping armed.

15. *August* 10, 6 A.M.—Hove on cable, result the same. 9·20 hove again, when ship slightly started; water aft had increased from 6 feet to 10 feet, forward 3 feet 8 inches, bower anchor coming home. I weighed it, backed with port bower, with one shackle of cable laid starboard anchor out anew, with three shackles of cable I then hove taut, and to my delight a heavy torrent of rain came down. At 1.45 P.M. hove again and found ship still gradually going off until 2 o'clock, when she floated. I then got a spring on the cable, unshackled it, weighed the starboard anchor, and shackled on port cable, to that of backing anchor, shortened in to 12 fathoms and lit fires, and got up steam immediately; then I sent pinnace on shore for the coals that were landed, but, before reaching, a heavy fire was opened on boat and ships with muskets and great guns. I returned this with rifles, but ship being swung astern on to the shore guns would not bear. Most of the kroomen again jumped overboard from the pinnace when fired on, which was only got alongside by the exertions of the gunner's mate. I then weighed and steamed out into the stream, and anchored. As I thought my best chance of getting back my man would be, if possible, to seize some of the natives when passing on the other side of the river, I proceeded in gig at 4 o'clock towards a canoe with six men in it, but who deserted her and fled into the bush as I approached. I then took possession of the canoe and tried to tow her alongside, but the current setting me down within range of the enemy's guns, who, when they observed this, immediately opened fire, I was obliged to sink the canoe and return to the ship before sunset. I fired three shell rockets from the pinnace into the nearest hostile village, which they answered by firing two guns. We were now anchored out of the range of their guns; but, as I thought they might make a last attempt to take the ship by boarding at night, I kept my men armed.

16. *August* 11.—At 5.30 drew the fires forward, and in a quarter of an hour weighed and proceeded to where coal was landed. At 6.30 stopped and anchored, and sent pinnace in charge of Mellory for the coal, which was brought off safely, everything being quiet on shore. Having cleared the pinnace, at 11 A.M. weighed and proceeded off the hostile villages of Imblamah with a flag of truce flying at the fore. Anchoring at 11.20, numerous white flags were shown in answer to ours. Through the interpreter I demanded my man; if they refused I would destroy all their village. They brought John Brown down to the beach, who hailed the ship not to send a boat. I then sent a gig with Mr. Mellory, Sub-Lieutenant, close to the shore, and asked John Brown to jump into the river, and she would pick him up, which, however he refused to do. After a great deal of deliberation on the part of the natives they sent him in a canoe with six men to the distant shore; I immediately sent gig over, but John Brown did not attempt to make his escape—they would not give him up; and not being in the least alarmed about his safety, he being a Benin man, I weighed and proceeded up the river, determining on my return to recover him if possible. I noticed that earthworks had been thrown up quite recently abreast their villages, and large trees thrown down as a protection, as though they evidently expected to be punished when we got off; and they were quite prepared for fighting. Their women and children had been sent away, and the men mustered in strong force with their arms. At 5 P.M., the water shoaling, I stopped and anchored off Truro Island, and went in the gig to sound. At 5.10 I weighed and proceeded, anchoring off Grass Island in five fathoms at 6.30, aud banked fires for the night.

17. I now take this opportunity of bringing before the notice of the Commander-in chief, and that of the Lord Commissioners of the Admiralty, the valuable services rendered me the whole time the ship was ground, especially during the six days I was under fire, by Mr. Consul M'Leod, who assisted me in every possible way day and night; also, when Mr. Mallory, Sub-Lieutenant, was otherwise engaged, he at once volunteered to command

the foremost howitzer, which he did in a most efficient manner; in fact, I cannot sufficiently express my deep sense of gratitude for the great services rendered to myself by Mr. M'Leod.

It also gives me the greatest pleasure to be able to testify to the gallant conduct of the late Mr. Mallory throughout the whole time; and the behaviour of all my officers gives me the greatest satisfaction, and deserves the highest praise. Amongst my crew, I beg to bring to your special notice the zeal and bravery of Charles Fitzgerald, gunner's mate, John Rayner, corporal Royal Marine Light Infantry, and James M'Carthy, carpenter's mate (African), and I hope that their conduct on this occasion may be rewarded.

18. *August* 12.—At 6 A.M. weighed and proceeded slowly up the river, which was very low, soundings called very irregular. At 10 o'clock the ship touched the ground slightly, but I backed, and sent the gig to sound, when, having discovered a passage, proceeded. A short time afterwards I saw a canoe, showing a pilot jack, making for the ship; I stopped, and allowed the man to come on board. 11. Proceeded, but finding this so-called pilot knew very little about the river, I was guided mostly by my lead, anchoring off Ebo about 12.50 P.M. During the afternoon the Chiefs from Adaybi and Ebo, and their wives, came on board. I delivered the presents to the King of Ebo, which seemed to please him very much. On my asking if I could obtain wood, he promised to have a quantity alongside by noon the next day; he was also kind enough to give us a bullock, providing I would shoot it. I thanked him, and the Chiefs left, and a canoe returned at once with a load of wood, for which one bag of cowries was paid.

19. *August* 13.—At 7 A.M. I landed, accompanied by Assistant Surgeon, and shot the bullock, and returning on board at 10. Having received wood, and the bullock having been brought off, weighed and proceeded slowly up the river at noon. At 4.20 P.M. I grounded suddenly on a sand bank between Egboma and Akra, Ugidi village. I sent gig to sound and laid out starboard bower anchor and cable on starboard bow, and hove ship off, and proceeded at 4.40, anchoring off Akra Ugidi in three fathoms at 6.30 P.M. Banked fires.

20. *August* 14.—At 6.10 weighed and proceeded slowly up the river, and at 8 o'clock stopped and anchored off Osomari; the chief came on board, and I presented him with his gift. At 10 A.M. weighed, and when off Oko village, about 2 P.M. ship touched, backed engines and proceeded by lead at 4.10. Stopped and anchored off Onitsha, and found here West African Company's steamer "Thomas Bazley," and I landed with Assistant Surgeon, visited the Chief, and gave him the present, for which he appeared very grateful. I learnt both from Bishop Crowther and Mr. Lewis, General Agent West African Company, that the river had never been known to be so low for the last forty years; the Bishop assured me that rocks and sand banks were now showing that had not been seen during that time. Mr. Lewis also told me that the "Bazley" had been for nine days on shore close to Ghuter Island; and at the same time we were under similar difficulties, and that he had found the water falling daily, as we did lower down until the 10th of August. The "Bazley" likewise grounded on the same bank near Imblamah, where we had remained for eleven days, but she being a powerful steamer soon backed off. To show, for instance, how low the river is this year, I may here mention that Lieutenant Commander Jones' marks on a tree at Onitsha, to which his hawser was made fast last year are now quite 20 feet above the present high water mark, and men on board the ship who have been here before say that last year they landed 50 yards in-shore of the present landing-place. During our stay at Onitsha Bishop Crowther came on board and paid me a visit. I remained here four days to give my men a rest, some already having felt the fatigue which they had suffered. I purchased 5 tons of coal and 2 cords of wood from the West African Company, and also medical comforts for the sick in lieu of those thrown overboard, and proceeded up the river on Monday morning, August 19, at 7.15 A.M., anchoring the same night at 6.30 off Omodemo, finding the river very intricate and low on my passage.

August 20, 6·15.—Weighed and proceeded up the river, and stopped and anchored off Idda, in six fathoms. At 10 o'clock I landed and presented the King with his gift, with which he was highly delighted, and offered me a bullock, which I accepted, shooting it in the course of the day; but, owing to the distance we had to go, and the trouble the kroomen had getting it down to the ship, I could not sail that night. 5.50 P.M. we experienced a very heavy tornado, accompanied with rain from the westward.

August 22, 6.30.—Weighed and proceeded, and about 10 o'clock ship touched ground off Atta Koliko. I laid out a warp to a tree on shore, backed engines, and ship floated, anchored in two and a-half fathoms. I then went in gig to find passage, and at 11.30 weighed and proceeded up the river, anchoring at 4.40 P.M. close to Maconochi Island, in five fathoms; as the weather was so thick I could not proceed further with safety.

August 23, 6·30.—Weighed and proceeded up the river, passing Beaufort Island about 9 A.M. Some of the rocks were observable off the Island. At 1,20 P.M. stopped and

anchored off Lukoja, in four fathoms, when Mr. Fell, the Government Agent, came on board, and was accompanied on shore by Mr. Consul McLeod.

It is with the deepest regret I have to inform you that Mr. Mallory, Sub-Lieutenant, who had been complaining for two or three days prior, departed this life at 9.45 P.M., on Saturday, 23rd August.

Inclosure 2 in No. 22.

Consul Mc Leod to Commodore Hornby.

Sir, *Lukoja, September* 1, 1867.

I BEG leave to thank you most cordially for the services of Her Majesty's ship "Investigator" in conveying me from Lagos to Lukoja.

The commander of Her Majesty's ship "Investigator" will doubtless inform your Excellency, in his letter of proceedings of the circumstances under which he reached this place on the 23rd ultimo.

Having wooded and provisioned the ship, Mr. Fell, who was instructed by the Right Honourable the Lord Stanley, M.P., to introduce me to King Masaba, went on board, proceeded together with myself on the 29th ultimo, and the "Investigator" immediately up the river for the purpose of conveying me to Rabba.

On the evening of that day the Assistant Surgeon made a requisition to the Commander, on account of the sickness of the crew, to return; and agreeably with his instructions from the Senior Officer of the Bights, the Commander deemed it his duty to comply therewith. At the time this requisition was made all the white men, and I may add also the officers, including the Commander and the doctor, with the exception of Mr. Winterbottom, Assistant-Paymaster, were sick, and many of them completely prostrated. At the request of the Captain, and in his company, I visited the sick men; and I was under the impression that more than one of them would die before they left the river.

Lieutenant-Commander Kay, R.N., has in my humble opinion, your Excellency, done everything in his power to carry out the pacific objects of the expedition.

During the eleven days the "Investigator" was aground in the delta, prepared for action night and day, six days of which were passed in action with the pirates of Imblamah, the "Investigator" was defended by the courage of her commander; and I trust that my Lords Commissioners of the Admiralty, on your representation as Commander-in-chief, will acknowledge the services of that officer by whose gallantry and courage Her Majesty's ship "Investigator" now remains on the list of the Royal Navy. The Sub-Lieutenant, Mr. Mallory, after the fire was first opened from the shore, as soon as the Captain got on board, dashed off in the gig and saved a krooman, who, wounded by the natives on shore whilst he was in charge of the coal, was being rapidly carried away by the current of the river. The Assistant Surgeon remained on deck by night and by day assisting with his rifle, until on the evening of the second day he was ordered to remain below for the purpose of attending any casualties that might occur. Mr. Winterbottom, the Assistant Paymaster, was throughout on deck the whole time, and did good execution with his rifle; or, when not so engaged, was passing up shell to me from the cabin for the supply of the guns. Mr. Smith, the second engineer, assisted in the working of the guns, and when the lock of the after gun was destroyed, refitted the same under a heavy fire.

On 2nd August, the enemy having brought up their heavy guns and planted them in position on both banks of the river, and on the nearer bank placing guns to rake us on the bow and quarter, with canoes in the bush ready to board us in case of silencing our fire, it became absolutely necessary for Commander Kay, in order to save Her Majesty's ship, to risk the lives of those under his command, and the "Investigator" replied with effect to the enemy from both banks of the river.

To bring the after howitzer to bear so as to silence a gun which was raking us on the quarter, it was necessary to cut away the bulwarks, and this was coolly done by Mc Carthy (African), carpenter's mate. In performing this service he injured himself both on the hand and foot with his saw. The doctor supplied me with two bandages, and having bandaged up Mc Carthy's hand and foot, I asked him if he were game enough to go forward and cut away the bulwarks, so as to bring the foremost howitzer to bear upon a gun which was then raking the fore part of the ship. He answered immediately that he would follow me anywhere; he proceeded to the forecastle, and under not only a severe, but I consider at times, a terrific fire, which was aimed at this gun, he cut away the bulwarks whilst I

covered his head with a plank, and assisted me to bring the howitzer into position. During this time the gun which I wished to silence hulled the ship above water mark just under the howitzer, crippled the foremast, and wounded the head of the mainmast in two different places, also striking the funnel, and completely raking the ship. The howitzer being laid in a position, and Sub-Lieutenant Mallory at that time reaching the forecastle from aft, where he had been commanding the party covering the Captain at the after howitzer, I requested him to fire the gun, then loaded with shell, which he did most admirably. I believe this shell dismounted the gun on shore, and a second after it reached its destination it burst, and must have done considerable havoc to the enemy from the yells which we heard from the shore.

My object in alluding to this circumstance is simply to bring especially under your notice the gallant conduct of McCarthy, and if it had been my fortune to command the "Investigator," I should have brought his name under your notice as the Commander-in-chief in the hopes that you would recommend this African to the Lords Commissioners of the Admiralty as deserving the "Victoria Cross" for his valour and coolness displayed in action.

No. 23.

Consul Mc Leod to Lord Stanley.—(*Received November* 30.)

My Lord, *Lukoja, September* 20, 1867.

I HAVE the honour to inform that the steamer "Thomas Bazley" arrived here on the 11th instant *en route* to Egga, the great ivory market, when Mr. Lewis, the general agent of the West Africa Company, Limited, reported to me that the "Thomas Bazley" had been fired at on passing Sterling Island.

It was my intention to have gone to Egga in that steamer in company with Mr. Fell; early on the morning of her departure a reliable messenger, belonging to the British Mission here, arrived with information that King Masaba's messengers were at Egga awaiting the arrival of the steamer, and were instructed to open trade so soon as all the gunpowder and muskets were handed to the messengers, which they stated they were ready to pay for. That the King was about ten days' journey in the Interior from Rabba, and that he required this powder to open the way so that he should meet me at Rabba.

It is necessary for me to be very cautious not to complicate Her Majesty's Government by entering into, in any way, matters of debt or trust between the West Africa Company, Limited, and the King, still unsettled; and I, therefore, deemed it only prudent on my part not to proceed in the "Thomas Bazley," on this occasion, to Egga, as, if any collision took place between the traders on board of her and the traders ashore, my presence would complicate my position with the King, to whom alone I can look for protection and support during the ensuing dry season.

I was further strengthened in this decision when, on referring to Mr. Fell, he entirely agreed with me.

I have, &c.
(Signed) J. LYONS Mc LEOD.

No. 24.

Consul Mc Leod to Lord Stanley.—(*Received November* 30.)

(Extract.) *Lukoja, October* 3, 1867.

I HAVE the honour to inform you that intelligence reached me on the 22nd ultimo that the Bishop of the Niger and his party had been seized at Oko Okein by Abbokko, the Superintendent of Trade in the river, under the circumstances detailed to me in the Bishop's letter, dated the 20th ultimo, forming Inclosure No. 1.

I at once adopted prompt measures for the release of these British subjects who had been piratically seized by Abbokko as stated in my letter to the Bishop, dated the 22nd ultimo, forming Inclosure No. 2.

Abbegga, my messenger, with the British ensign flying in the canoe, was turned back by Semi Caja, the neighbouring Chief, who gave considerable trouble to Mr. Fell during the last dry season.

Having no force at my disposal I was compelled to temporize and to induce this Chief to let my messenger pass, after I had paid him ten bags of cowries, 10*l.* sterling.

This caused a delay of two days, and Abbegga started again, having three of King Masaba's men in the canoe with him, and arrived at Oko Okein on the 25th ultimo, delivered my letter to Bishop Crowther and my message to Abbokko.

Abbegga left Oko Okein on the morning of the 26th ultimo conveying to me Bishop Crowther's letter of that date, forming Inclosure No. 3, by which your Lordship will perceive Abbokko was relentless and would not release Bishop Crowther without being paid goods to the value of 1,000*l.* sterling.

Meanwhile the steamer "Thomas Bazley" arrived from Egga, and I at once made a requisition to Mr. Thomas Lewis, the General Agent of the West Africa Company, Limited, for that vessel to proceed to Oko Okein with Mr. Fell late in charge of the Niger Mission, as my representative.

Mr. Fell embarked on board the "Thomas Bazley" under a salute of seven guns, and was accompanied to Oko Okein by Bishop Crowther's daughter and two sons. The "Thomas Bazley" weighed at noon.

During the afternoon of that day, whilst I was planting some seed in the garden, Semi Coja came outside the gate to salute me, which he had never done before, and only did so now as he found I was too strong to have my messengers stopped.

It appears that he supplied the crew for the boat that was sent down from here to Idda for the Bishop, and that it was arranged between Semi Coja and Abbokko that the Bishop and his party were to be seized at Oko Okein and not released without the ransom of 1,000*l.* being paid for them.

After the Bishop had been released from Oko Okein I am informed that Semi Coja had arranged that the Bishop and his party were to be seized again twice before they reached Lukoja.

On her way down to Oko Okein the "Thomas Bazley" met Abbegga returning as stated in Mr. Fell's letter of the 27th ultimo, forming Inclosure No. 5. The "Thomas Bazley" returned to Lukoja at 4 P.M., the 28th ultimo.

As she was steaming past the factory all her flags were flying, but directly afterwards I observed they were lowered half-mast, and as I was walking down the wharf to receive Mr. Fell a messenger reached me stating that he had just died. Inclosure No. 6 is the copy of the letter of proceedings of the "Thomas Bazley," addressed to me by Mr. Thomas Lewis, showing the success of the expedition, but the deeply lamentable loss of Mr. Fell.

It appears that after Abbegga had got Bishop Crowther and his party, together with Mr. Fell, into the boat, he persuaded them to lie down in the bottom of the boat so as to save them from the poisoned arrows and muskets fired by the natives. An arrow having passed close to Abbegga, Mr. Fell rose, and also, at the same time, Mr. Josiah Crowther. Mr. Fell fired five shots from his revolver, the sixth shot now remains in it.

He was then wounded in the right side by a poisoned arrow.

Mr. Josiah Crowther fired and killed the man who had wounded Mr. Fell; and the boat reached the vessel without any further casualty. Cable having been veered on board the "Thomas Bazley," at the same time she was backed astern with her paddles to reach the boat, and a fire of guns and musketry was opened from her to cover the party in the boat.

It appears, from what I learn, that there were about sixteen of Abbokko's men killed and many wounded. Abbokko was wounded in the right hip, and they say he is very sick, which probably mean, that he is dead.

On Sunday the 29th ultimo, at 7 o'clock in the morning, we buried Mr. Fell with every honour.

The late Mr. Fell is deeply lamented by the people of Lukoja, he had done so much for them—made main roads sixty feet wide, and cross roads forty feet wide, planting each with an avenue of trees. These roads convey every breath of air into every portion of the town; hence the healthiness of Lukoja, and its being called the cleanest town in Africa.

Sterling Hill is covered with farms, and so also is Mount Paty about half-way up. These things were not done until he arrived here. His loss is quite irreparable, for he alone could have informed your Lordship of the great importance of Lukoja as an emporium for trade, and a centre of civilization in West Central Africa.

Abbegga is no ordinary man. When he was in England he had the honour of being presented to the Prince Consort, who shook hands with him, and thanked him warmly for the great services he had rendered to the late Dr. Barth during his travels in Africa.

During the last year Abbegga saved the lives of the missionaries at Gbebe, bringing them over to Lukoja under a heavy fire of poisoned arrows, one of which struck a man who was next to him in the boat, who died in about five minutes.

P.S.—Inclosure No. 7 is copy of the letter that has been forwarded to me by the

Bishop of the Niger, thanking me for my exertions in delivering himself and party from Abbokko.

Inclosure No. 8 is copy of a letter to a similar effect which has been forwarded to me by Mr. Samuel Crowther, Junior.

Inclosure 1 in No. 24.

Bishop Crowther to Consul Mc Leod.

My dear Sir, *Oko Okein, September* 20, 1867.

I HASTEN these few lines to say that I was detained here since yesterday, the 19th, by Abokko, the Superintendent of Trade in the river. The cause is briefly this—that he, as Superintendent of Trade, who manages all the trading affairs between all tribes, has been very much slighted by the English merchants since they commenced trade in this river.

That last year they would not trade with him when he went on board; that this year neither would they trade with him. Besides all these, both last year and this the presents given to him were very mean and unworthy of his high office.

That as I knew who he is, and did not present the same to those merchants, he would not let me go from his place till the ship come with trade, and a handsome amount of presents be given.

No argument, or explanation that these things are beyond my control to direct, would prevail, I being a preacher of the Gospel; but to that he would not listen, as long as he has got us here as hostages to satisfy his cupidity.

My boat is hauled up, and the packages seized, even to our beds and provisions. We all went to bed last night without a morsel; slept on a mat under a shed, without any rag to cover our bodies.

I send you this, to consider what to do for our relief from Abbokko, who, being out of grace with the King, stations himself here, to do all the mischief he can by retaliating upon us Oibo strangers.

We shall patiently wait the arrival of the "Thomas Bazley," to see what Mr. Lewis can muster to effect our release from this avaricious man.

We are all well, thank God.

I remain, &c.
(Signed) S. A. CROWTHER.

Inclosure 2 in No. 24.

Consul Mc Leod to Bishop Crowther.

My dear Bishop Crowther, *Lukoja, September* 22, 1867.

TO-DAY, at 4 P.M., your letter of the 20th instant reached here, informing me of your painful position at Oko Okein.

Your daughter Mrs. Macaulay, your son Samuel, the Rev. Mr. Johns, Mr. Paul, and indeed all the Christian British subjects, waited on me. I at once assured them that I would use every effort to get you out of the hands of Abokko.

Abbega, my head interpreter, starts at dawn to-morrow, with a handsome present for Abokko; but while I send this for your protection, I also send the British flag in the canoe for the protection of my messenger, who is to tell Abokko that the Queen will be much displeased at his having laid hands on the Head of the Men of God, whom she has out of the kindness of her heart sent into the river.

I have sent to Egga for the "Thomas Bazley." Be of good cheer; and God be with you, your son, and your party, is the affectionate prayer of,

Very sincerely yours,
(Signed) J. LYONS Mc LEOD.

Inclosure 3 in No. 24.

Bishop Crowther to Consul Mc Leod.

My dear Sir, *Oko Okein, September* 26, 1867.

I HAVE received your very kind letter of the 22nd instant, and thank you much for the prompt step you have taken for our release.

Abbega has done a great deal with the assistance of his friend Mahamma.

Abbokko is an unreasonable and relentless character. He threatens my life if he is not paid 1,000 bags of cowries, or he would remove us to the opposite shore, among the wild Kukuruku, where I should be out of the reach of anybody; so I have consented to pay that sum to release all my party.

He is known to be a very wicked man; and I have been strongly advised to pay the amount, as I am in his hands; there is no alternative.

He wants to be paid in coral beads, velvets, white satin, and cowries. I am sure you will do all in your power to effect this as well—Mr. Lewis and Samuel.

I shall write to Mr. John, to muster what he can from the hand of the friends at the establishment. They all shall be repaid after my release, God willing.

The Atta's messenger was here yesterday afternoon, and stopped over night. He had done a great deal to show Abbokko his impolite proceedings, and left this morning for Idda, to inform the King of the state of things. Through his influence I got a plate, a spoon, and a fork to use since the last seven days.

I do not murmur, but thankful that I have not been worse treated.

May the blessing of the Lord be upon you, and direct you in your important work. We are well.

I remain, &c.

(Signed) S. A. CROWTHER.

P.S.—"Prudence is the best part of valour."

As Abbokko is universally known as a reckless character, and as I am completely in his hand, no force should be used, or else he will do irreparable mischief.

S. A. C.

Inclosure 4 in No. 24.

Consul Mc Leod to Mr. Lewis.

Sir, *Lukoja, September* 27, 1867.

I HAVE the honour to request that you will be pleased to cause the steamer "Thomas Bazley" to proceed to Oko Okein, and assist Bishop Crowther and his party, detained there at his encampment by Abbokko.

Mr. Fell, who goes on board as my representative, is fully authorized to act for Her Majesty's Government; and you will therefore do me the favour of hoisting the Union Jack at the mast-head during the time that Mr. Fell is engaged on this service.

I have, &c.

(Signed) J. LYONS Mc LEOD.

Inclosure 5 in No. 24.

Mr. Fell to Consul Mc Leod.

My dear Consul, *September* 27, 1867.

I HAVE just met Abbega with a letter for you from the Bishop, a copy of which, for the present, I inclose. I shall act upon the advice therein given, and trust to return successful.

With kind regards, &c.

(Signed) WILLIAM FELL.

Inclosure 6 in No. 24.

Mr. Lewis to Consul Mc Leod.

Sir, *"Thomas Bazley," off Lukoja, September* 28, 1867.

IN reply to your requisition of yesterday to proceed, with Mr. Fell as your representative, to Oko Okein for the release of Bishop Crowther and his party with the "Thomas Bazley," I beg to inform you that we left here about noon yesterday, and proceed safely down the river till we unfortunately grounded this side of Shuter Island about one mile, at 3·45 P.M., where we remained until midnight, when the vessel floated through the means used. On the morning following, at 6 o'clock, we started for Oko Okein, where we arrived at 7 A.M.

On our arrival at Oko Okein I placed my boat at the late Mr. Fell's disposal. He left the ship in her at 7·30, with the Union Jack in the bow of the boat, and proceeded on shore, wth several passengers from the ship, to see the Abbokko. I witnessed from the ship his interview with Bishop Crowther. I observed from thence he proceeded to the Abbokko's dwelling, accompanied by all the passengers with the exception of Bishop Crowther's two eldest sons, who remained with him. I saw him return to the Bishop's hut, and the whole of the party proceed to the boat (which had been left in the creek), where they scarcely arrived when the natives commenced firing poisoned arrows on them, one of which, unfortunately, pierced the right side of Mr. Fell, which, I regret to say, caused his death this afternoon at 3·45. The boat had great difficulty in getting through the creek on account of the shallow water; but through the efforts of my krooboys and Mr. Dorugu, she was floated into the stream, whilst the passengers in the boat endeavoured to defend their retreat; but seeing their utter inability to do this effectually, we opened fire from the ship with our 2-lbs. carronade and rifles.

And I have further to add, that without our timely aid in so doing, the boat and people must inevitably have fallen into the hands of the savages, or the latter been victims of their poisoned arrows and shots. Your wishes expressed in the requisition respecting the Union Jack being hoisted on board here, and the salute fired for the late Mr. Fell, I beg to state were fully carried out.

I have, &c.
(Signed) THOS. LEWIS,
General Agent, West Africa Company (Limited).

Inclosure 7 in No. 24.

Bishop Crowther to Consul Mc Leod.

My dear Sir, *Lukoja, September* 30, 1867.

I HAVE to return you many thanks for your kind and prompt attention by sending late Mr. Fell, your Commissioner, down to Oko Okein in the "Thomas Bazley," under your flag, to effect our release from the Superintendent of Trade in this part of the river without yielding to pay his exorbitant demand of the value of 200 slaves, which he estimated at 1,000*l.*, which he insisted upon having before he would release me and my party, or else he would transport me to the opposite side of the river amongst the wild Kukuruku out of the reach of my friends, there to suffer or die.

Late Mr. Fell had an interview with Abokko, and reasoned with him on the unreasonableness of his enormous demand, and promise to make him handsome presents if he would let him take me on board; but Abokko would not let me go a foot till he had received the amount of 1,000*l.*

As. Mr. Fell considered yielding to such a demand would be a very bad precedent for them to seize any boat or canoe they choose which may be employed hereafter in communicating from one trading establishment to another, after plundering it of the goods, to charge any amount they might fancy on the crew of a boat or canoe which is, in fact, establishing a slave-trafficking system on British subjects: he urged me to get into the boat and he would get us away without payment as an example, so I yielded and we ran into the boat; when shoving off, the natives fired upon us both with muskets and arrows, when Mr. Fell received a mortal wound from a barbed arrow, which I very much regretted.

It would have been a great satisfaction to me, if I would have felt it so, had I been shot and my dead body taken to Lukoja instead of his.

This was not the first time that I travelled in an open boat or canoe in this river.

In 1858 I travelled in open native canoes as a passenger from Onitsha to Rabba for nineteen days, a distance of about 300 miles, when no steamer was in the river: I was never molested.

In 1864, when the "Investigator" went to Bidda, I travelled in an open hired canoe from Gbebe to Idda, forty miles, and back without the least molestation.

In 1865, when the "Thomas Bazley" was doing trade up at Egga, I travelled in an open canoe from Gbebe to Idda and back without molestation.

In 1866, when the "Thomas Bazley" was gone down to the Nun, I travelled from Lokoja to Idda in an open boat, and went fifty-two miles further inland on foot to visit Atta, without molestation, and return to Lukoja in the "Thomas Bazley."

During these travels I was always received by Chiefs and people at our halting-places with every mark of respect.

The only cause of my being molested this year is that which is briefly stated in my letter dated Oko Okein, September 20, 1867.

If the promise of establishing legitimate commerce, several times made by British Government, through their Commissioners, to the natives on the banks of the Niger in the room of the Slave Trade was earnestly meant to be fulfilled, this in the time when the minds of the people are prepared for active trade, but which a small solitary steamer under a limited Company cannot meet.

The Church has fulfilled her part of the promise, in addition to which she is made responsible for the fulfilment of the mercantile department which is not her province.

I must call your attention to the most active and faithful manner in which Abbega, your messenger, performed his duty in this affair; he is worthy of your kind consideration.

I must now close this, with my best respects and thanks for your kind aid.

I remain, &c.

(Signed) S. A. CROWTHER.

Inclosure 8 in No. 24.

Mr. S. Crowther, Jun., to Consul Mc Leod.

Sir, *Lukoja, Confluence of the Niger, October* 2, 1867.

I CANNOT leave Lukoja without dropping you a few lines to express my entire satisfaction and gratitude for the prompt and active measures you have taken, together with the late Mr. Fell, towards the release of my father from the hands of the pirate Abbokko. Although we have been called upon to lament with much grief the death of Mr. Fell, who sealed victory with the last drop of blood from his veins, whose faithfulness, courage and bravery, in the service of Her Majesty cannot be surpassed, in my humble opinion under a similar circumstance, yet we cannot but see in this that there is a wise dispensation of Providence over ruling for good; having had the painful task of attending the wounds of the late gentleman after the said affair up to his death, I feel convinced that he has completed his work, and is now at rest.

Before concluding I must again thank you in the name of my families and connections for your noble exertions in an affair in which you were entirely restricted from any active measures for want of proper and adequate means at your disposal.

Believe me, &c.

(Signed) SAML. CROWTHER, Jun.

No. 25.

Consul Mc Leod to Lord Stanley.—(Received November 30.)

(Extract.) *Lukoja, October* 4, 1867.

ON my arrival here I found, as I had anticipated, that King Masaba, so soon as he had conquered his enemies, sent a force down the river for the protection of Lukoja.

The King's messengers, soldiers, and their followers, number 113 persons.

BRAZIL.

No. 26.

Mr. Thornton to Lord Stanley.—(*Received January* 1, 1867.)

My Lord, *Rio de Janeiro, December* 7, 1866.

ABOUT a month ago, His Majesty the Emperor, with the consent of his Ministers, resolved to grant their freedom to such of the slaves under his control as would agree to serve as soldiers during the present war against Paraguay.

These slaves, who are about 3,000 in number, are not actually the property of His Majesty, he merely has a right to their labour; they belong, properly speaking to the nation, His Majesty himself holding no slaves of his own property.

Up to the 1st instant, 249 of these slaves had received their freedom and had enlisted as soldiers. As the Emperor had also granted freedom to the wives and children of these men, the whole number of those who have become free by this means may be considered to be about 700.

By a Decree of the 6th ultimo, translation of which I have the honour to to inclose, the Brazilian Government have also granted gratuitous freedom to those of the slaves of the nation who will consent to serve as soldiers during the present war, as also to their families. These slaves are about 1,000 in number, but as they are all in distant parts of the country, the Government have not yet received any information as to the proportion of them who would be willing to serve.

Some other slaves have been purchased and their freedom granted them by private individuals liable to the conscription on condition of their serving as substitutes for their purchasers in the army. The number of those enrolled under this head up to the 1st instant was 173. But in this case the families of the freed slaves have not obtained their freedom.

I hope soon to have a Report of the number freed on the same conditions in the Province of Rio Grande, where subscriptions are being raised for the purpose by the most influential people of the province.

It is not to be supposed that these freed slaves will be very valuable as soldiers, but I look upon the fact with satisfaction as a step towards a general emancipation, the feeling in favour of of which is gaining ground every day.

The whole number of slaves already freed in the manner above-mentioned are certainly not many, but they represent more than their actual number, because they are all young and amongst them are many young women.

The example shown by the Emperor and his Government, will, it is hoped, exercise a salutary influence upon other individuals and corporate bodies, and I am told that a considerable amount of moral pressure has been brought to bear upon the religious orders to induce them to take a similar step. The Benedictines possess about 3,000 slaves many of whom, I understand, are almost white.

I have, &c.

(Signed) EDWD. THORNTON.

Inclosure in No. 26.

Acts of the Executive Power.

Decree No. 3,725 A *of November* 6, 1866.

Grants gratuitous Freedom to the Slaves of the Nation designated for the service of the Army.

(Translation.)

IT is my will to order that freedom be gratuitously granted to those slaves of the nation who are in a condition to serve in the army, in order that they may take service therein; and, being married, the same benefit shall be extended to their families.

Let Zacarias Goes di Vasconcellos, Member of my Council, Senator of the Empire, President of the Council of Ministers, Minister and Secretary of State for Finance, and President of the Tribunal of the National Treasury, so understand, and order it to be put in execution.

Palace of Rio de Janeiro, November 6, 1866, 45*th year of the Independence and of the Empire.*

(With the sign manual of his Majesty the Emperor.)

(Signed) ZACARIAS DE GOES E VASCONCELLOS.

No. 27.

Mr. Thornton to Lord Stanley.—(Received April 5.)

My Lord, *Rio de Janeiro, March* 8, 1867.

MY attention has been called to a practice which had been adopted by two English steamers plying between this port and that of Santos with passengers, of also carrying slaves, which I conceive to be in contravention of English law, and will expose those who are guilty of it to the severest penalties. These two steamers are the "Braganza," of Liverpool, No. 29,956, of which the owner is Mr. John T. Lawrence, and the "Corcovado," of Liverpool, No. 55,004, belonging to Messrs. E. Lawrence and Co.

The "Braganza" was only to make her first voyage to Santos on the 28th ultimo, but before doing so, an advertisement was inserted in the newspapers to the effect that she would receive slaves as passengers at a certain rate.

Upon seeing this, I called upon Mr. Glover, who is at the head of the house of John Moore and Co., to whom the "Braganza" was consigned, expressing my surprise at the tenor of the advertisement. Mr. Glover explained that it was a Brazilian broker who was charged with procuring passengers who had inserted it without his knowledge, and that he regretted extremely that it should have happened; but he promised to have it rectified immediately, which was done on the following day, and he further engaged that no slaves should be carried in the "Braganza."

The "Corcovado" has been plying between this and Santos for, I think, three or four months. On her arrival here on the 2nd instant, I saw at the end of the list of passengers the phrase "hum escravo a entregar" (one slave for delivery), which implies that the slave is given in charge at the port of departure to the captain, who is responsible for his being safely handed over at the port of destination to the person for whom the slave is intended. This amounts, I think, to a certain durance in which the slave is kept. It is, of course, very common in Brazilian passenger-steamers, but that it should be practised in English vessels is, I imagine, quite contrary to the spirit and letter of English law.

I therefore requested Mr. Acting Consul Hollocombe to inform the master of the "Corcovado" that the practice must cease immediately, and that if I heard of its being continued, I should be obliged to use more severe measures to insure its being put an end to.

I shall, notwithstanding, keep a watch upon the steamers in question, and should I see any repetition of this objectionable practice, I should feel it my duty to request Admiral Ramsay to take such steps as he may think proper.

I have, &c.

(Signed) EDWD. THORNTON.

No. 28.

Mr. Thornton to Lord Stanley.—(*Received April* 5.)

My Lord, *Rio de Janeiro, March* 6, 1867.

I HAVE the honour to inform your Lordship that about a fortnight ago His Majesty the Emperor subscribed the sum of 100 contos of reis (10,000*l.*) to be devoted to the purchase of the freedom of slaves on condition that they will enter the army and serve during the war against Paraguay. The sum is a large one considering that the nation furnishes His Majesty with only 800 centos of reis (80,000*l.*) per annum.

Several Brazilians have also granted or purchased the freedom of slaves for the same purpose, and, up to the 3rd instant, 636 slaves had been freed for the special purpose of serving in the army. Of these 27 were freed by means of part of the money subscribed by His Majesty the Emperor, 268 belonged to the nation, 217 were given by private individuals, 69 by the convents, and 55 were handed over by the Police Department. The greater part of the last were probably unclaimed fugitive slaves.

I have, &c.

(Signed) EDWD. THORNTON.

No. 29.

Lord Stanley to Mr. Thornton.

Sir, *Foreign Office, April* 8, 1867.

I HAVE to inform you that Her Majesty's Government approve the steps you have taken, as reported in your despatch of the 8th ultimo, for preventing the conveyance of slaves as passengers on board British vessels, the carrying of slaves as such in any British ship being undoubtedly illegal.

I am, &c.

(Signed) STANLEY.

No. 30.

Mr. Thornton to Lord Stanley.—(*Received May* 4.)

(Extract.) *Rio de Janeiro, April* 6, 1867.

DURING the first quarter of this year 5,069 men have been sent from this port to join the army. Up to the end of last month 829 slaves had been liberated on condition of serving in the army during the war against Paraguay. Of these the freedom of sixty-seven was purchased out of the 10,000*l.* subscribed by His Imperial Majesty, 115 were liberated by convents, 103 were handed over by various authorities, 268 came from the Imperial estate of Santa Cruz, and 276 were freed by private individuals.

No. 31.

Mr. Thornton to Lord Stanley.—(*Received May* 4.)

My Lord, *Rio de Janeiro, April* 8, 1867.

IN June of last year the Paris Society for the abolition of slavery addressed a letter to the Brazilian Minister for Foreign Affairs, expressing their hope that His Majesty the Emperor would take into consideration the question of the abolition of slavery in Brazil. His Excellency, in reply to the Society, intimated that, when the war with Paraguay should have come to an end, the Brazilian Government would consider the subject of the abolition of slavery as one of the last importance.

One of the leading newspapers of this city rather exaggerated the answer of the Minister for Foreign Affairs, and the slave-owners became alarmed on account of the effect it might have upon the value of their proporty; but not caring to take up the question themselves, they worked upon the feelings of the Members of Congress, who are particularly sensitive as to any interference with their rights.

The Government, fearing the opposition of two such powerful bodies, have caused an article, translation of which I have the honour to inclose, to be published in the official

Journal, in which they endeavour to prove that the reply to the Paris Society for the Abolition of Slavery proved no intention on their part to interfere with the prerogatives of the Chambers.

I have, &c.
(Signed) EDWD. THORNTON.

Inclosure in No. 31.

Extract from the Official "Gazette" of April 4, 1867.

(Translation.) *Rio de Janeiro, April 4, 1867.*

THE "Jornal do Commercio" of 11th ultimo, publishes the following, under the heading of "Important question":—"It is not long since that publicity was given to a document which emanated from the Imperial Government, in which the Minister for Foreign Affairs answering, in His Majesty the Emperor's name, to a message delivered to him by a Foreign Association, assured that Association that one of the measures to be taken, as soon as the war in which the nation is engaged with the Government of Paraguay shall be terminated, was relative to the great question of the slave element."

It is not true that the Minister of Foreign Affairs had given expression to the assertion which the article in question attributes to him, and therefore the rumours and reports which circulate, in consequence of that and other publications respecting the emancipation of the slaves, is devoid of foundation.

The Foreign Association of which the article speaks, made an appeal to the magnanimous sentiments of the Emperor in favour of the emancipation of the slaves, explicitly acknowledged in its letter (which circulates in a printed form), that the work of abolition of slavery is not one to be carried out hurriedly, but rather that the facts, interests, and circumstances should be well and duly considered.

And the Imperial Government answering that letter, was not less cautious and circumspect in guarding from sudden and serious shocks, the interests and rights of private individuals, as well as those of the State.

The Minister of Foreign Affairs thus expresses himself:—

"A MM. les Membres du Comité pour l'Abolition de l'Esclavage à Paris.

"Messieurs, "*Rio de Janeiro, le 22 Août*, 1866.

"J'ai eu l'honneur de porter à la connaissance de Sa Majesté l'Empereur la lettre par laquelle vous exprimez vos vœux ardents pour l'abolition de l'esclavage au Brésil. Chargé par Sa Majesté de vous répondre en son nom et au nom du Gouvernement Brésilien, je suis heureux de pouvoir vous donner l'assurance que votre démarche a trouvé l'accueil d'une juste sympathie.

"Il vous appartenait, Messieurs, à vous dont la noble voix s'élève toujours en faveur des grands principes d'humanité et de justice, de témoigner de tout l'intérêt que vous portez à l'accomplissement d'une tâche aussi grande que difficile partout, et c'est avec la plus vive satisfaction que le Gouvernement Brésilien a vu que vous rendez justice aux sentiments personnels de Sa Majesté l'Empereur, à ceux des Membres du Ministère, ainsi qu'à l'opinion publique au Brésil.

"L'émancipation des esclaves, conséquence nécessaire de l'abolition de la Traite, n'est plus qu'une question de forme et d'opportunité.

"Lorsque les circonstances pénibles dans lesquelles se trouve le pays le permettront, le Gouvernement Brésilien considérera, comme un objet de première importance, la réalisation de ce que l'esprit du Christianisme réclame depuis longtemps du monde civilisé."

"Veuillez, &c.
"Le Ministre et Secrétaire d'Etat des Affaires Etrangères de Sa Majesté l'Empereur du Brésil,
(Signé) "MARTIM FRANCISCO RIBEIRO DE ANDRADA."

The Government, therefore, did not say that when the war had terminated they would take immediate steps to extinguish slavery: the document which emanated from the Foreign Office completely destroyed such inference.

What the Government said was, that the emancipation of slaves in Brazil is a question of how it is to be done ("forma"), and of opportunity.

To have said less than this, in answer to the Foreign Association's letter, would have

been to retrograde to the doctrine of Aristotle, now overthrown by the light of the Gospel as well as that of philosophy on the lawfulness of slavery in face of natural right.

To have said more, would have been to usurp the prerogative of the Chambers, to whom, and not to the executive power belong the decreeing the time and manner of extinguishing slavery.

The Government took a middle course between two which were to be condemned; they said that abolition was a question of manner of effecting ("forma") and opportunity, in order not to appear a barbarous Government. They neither marked a time or mode of abolition, because it was not their prerogative.

When they declared to the Foreign Association, that as soon as the embarrassing circumstances of the country permitted them, they would consider the realization of that which the spirit of Christianity claimed of the civilized world as an object of the first importance, the Minister, without doubt, referred to the war with Paraguay as a decisive circumstance as to what concerned the opportunity of the measure; the Government could not, however, fail to take into consideration other and very weighty circumstances in the manner of effecting it.

Agriculture is our chief industry, and at present it depends on slave labour. To suppress slavery, having moral, religious, and philosophical sentiments only in view, would be to sacrifice private property and the good of the State, as also to put off to an indefinite time the solution of the problem of free labour in the Empire; it would also be compromising public and private fortunes.

The solution of the problem of free labour in Brazil ought to be realized by conciliating as much as it possibly can be done, the right of property guaranteed by the laws of the State, with the dictates of Christianity and philosophy, and not by sacrificing that to these, nor these to that. In so grave a matter, the Government can have no other way of thinking.

No. 32.

Mr. Thornton to Lord Stanley.—(*Received June* 1.)

My Lord, *Rio de Janeiro, May* 4, 1867.

WITH reference to my despatch of the 8th ultimo, I have the honour to inform your Lordship that a report having been spread here that a proposal upon the emancipation of slaves which was to serve as a basis for discussion in the Legislative Chambers, had already been drawn up, a short article, translation of which I have the honour to inclose, was inserted in the official journal of the 11th ultimo, which states that the above report is not correct.

It adds, however, that the Government have the subject under consideration and have nothing to add for the present to what was published in the article, translation of which was inclosed in my above-mentioned despatch.

I have, &c.

(Signed) EDWD. THORNTON.

Inclosure in No. 32.

Extract from the Official Journal of April 11, 1867.

(Translation.)

IT is not true that the proposal for the emancipation of slaves, which is to serve as a basis for discussion in the Chambers, has already been drawn up.

The Government have the subject under consideration, and for the present there is nothing to add to what was published in the official journal of the 4th instant.

No. 33.

Mr. Thornton to Lord Stanley.—(*Received July* 2.)

My Lord, *Rio de Janeiro, June* 5, 1867.

I HAVE the honour to inform your Lordship that the Session of the Brazilian Legislative Chambers was opened on the 22nd ultimo by His Majesty the Emperor in person, when His Majesty delivered the speech of which two copies and a translation are inclosed.

Your Lordship will perceive that, amongst other things, His Majesty recommends to the consideration of the Chambers the servile element of the Empire, advising such a course as will tend to protect emancipation, at the same time that the rights of property and the interests of agriculture are respected.

It has not yet transpired whether the Government have agreed upon any proposal to be submitted to the Chambers with respect to this important matter.

I have, &c.
(Signed) EDWD. THORNTON.

Inclosure in No. 33.

Extract from the Speech of the Emperor of Brazil upon Opening the present Session of the Brazilian Legislative Chambers on May 22, 1867.

THE servile element of the Empire cannot, fail, opportunely, to merit your consideration; acting in such a manner as to protect the important interests attached to emancipation, by respecting existing property, and not causing too great a shock to agriculture, our main source of industry.

BRAZIL. (*Consular*)—*Bahia.*

No. 34.

Acting Consul Morgan to Lord Stanley.—(*Received February* 4, 1867.)

My Lord, *Bahia, December* 31, 1866.

I HAVE the honour to transmit herewith the half year's Return of the prices of slaves in this city.

I have, &c.
(Signed) JOHN CHAS. MORGAN.

Inclosure in No. 34.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia at the respective times undermentioned.

	For the half-year ending June 30, 1866.		For the half-year ending December 31, 1866.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£ s. d.		
African Males'	1,500$000	162 10 0	Without alteration.	
„ Females . . .	1,000 000	108 6 8		
Creole Males	1,200 000	130 0 0		
„ „ with profession .	2,000 000	216 13 4		
„ Females	800 000	86 13 4		

British Consulate, Bahia, December 31, 1866.
(Signed) JOHN CHAS. MORGAN, *Acting Consul.*

BRAZIL. (*Consular*)—*Maranham.*

No. 35.

Vice-Consul Wilson to Lord Stanley.—(*Received March* 5.)

My Lord, *Maranham, January* 4, 1867.

I HAVE the honour to transmit to your Lordship a return of the prices of slaves within the district of this Vice-Consulate during the six months ended December 31st, 1866.

I have, &c.
(Signed) WILLIAM B. WILSON.

Inclosure in No. 35.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Maranham for the Half-year ended December 31, 1866.

Description.	Currency.		Sterling.						Remarks.
	Reis.	Reis.	£	*s.*	*d.*	£	*s.*	*d.*	
African, Males	.. ..	..	..			..	..		African slaves are hardly to be met with, and so aged as to be considered worthless.
„ Females	.. ..	..	..			..	..		
Creole, Males	800$ to	900$	83	6	8 to	93	15	0	
„ „ with professions .	1,000	1,100	104	3	4	114	11	8	
„ Females	800	1,000	83	6	8	104	3	4	

Exchange, 9$600 to 1*l.* sterling.

(Signed) WILLIAM B. WILSON, *Vice-Consul.*

British Vice-Consulate, Maranham, January 4, 1867.

BRAZIL. (*Consular*)—*Pará.*

No. 36.

Consul Hay to Lord Stanley.—(*Received February* 1, 1867.)

My Lord, *Pará, December* 31, 1866.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the quarter ended this day.

I have, &c.
(Signed) JAMES DE V. DRUMMOND HAY.

No. 37.

Consul Hay to Lord Stanley.—(*Received February* 1, 1867.)

My Lord, *Pará, December* 31, 1866.

I HAVE the honour to inclose herewith a Return showing the average prices of slaves within this Consular district during the six months ended this day.

I have, &c.
(Signed) JAMES DE V. DRUMMOND HAY.

Inclosure in No. 37.

RETURN showing the Average Prices of Slaves in the Provinces of Pará, Amazonas, and Maranham, during the six months ended the 31st of December, 1866.

	Reis.	Reis.
African males	1,000$000	
„ females	800$000	
Creole males	900$000 to	1,200$000
„ females	1,000$000 to	1,200$000
Males, with trades	1,200$000 to	1,600$000
Females, ditto	1,200$000 to	1,600$000
Infants under 5 years	400$000 to	800$000
Children from 5 to 14 years	500$000 to	1,200$000

10,000 reis equal to 1*l.*

British Consulate, Pará, December 31, 1866.

I have, &c.

(Signed) JAMES DE V. DRUMMOND HAY.

No. 38.

Consul Hay to Lord Stanley.—(*Received May* 4.)

My Lord, *Pará, March* 31, 1867.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the quarter ended this day.

I have, &c.

(Signed) JAMES DE V. DRUMMOND HAY.

No. 39.

Consul Hay to Lord Stanley.—(*Received August* 18.)

My Lord, *Pará, July* 5, 1867.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade during the six months ended on the 30th of June last.

The prices of slaves have not been much diminished, as shown in the annexed return, yet the prevailing feeling that the emancipation of slaves in this empire is not far distant, has the effect of deterring purchasers from placing any large amount of capital in so insecure an investment, though, had it not been for this reason, the prices would certainly have risen, as the want of manual labour is daily increasing.

I have understood that the Government have offered one conto of reis, about 100*l.* a head, for healthy male slaves, as recruits for the army in the south, stipulating that the slaves so engaged should obtain their liberty at the conclusion of the war.

I have, &c.

(Signed) JAMES DE V. DRUMMOND HAY.

Inclosure in No. 39.

A RETURN showing the Prices of Slaves in the Provinces of Pará, Amazonas, and Maranham, during the six months ended June 30, 1867.

Description.	Value in Currency.	
	Reis.	Reis.
African, Males	1,000$000	
„ Females	800$000	
Creole, Males	900$000 to	1,200$000
„ Females	800$000	
„ Males, with trades	1,200$000	1,600$000
„ Females (ditto)	1,000$000	1,200$000
Infants under 5 years	200$000	500$000
Children from 5 to 14 years	400$000	700$000

Exchange: 24*d.* to 1,000 reis.

(Signed) JAMES DE V. DRUMMOND HAY, *Consul.*

British Consulate, Pará, July 5, 1867.

No. 40.

Consul Hay to Lord Stanley.—(*Received November* 2.)

My Lord, *Pará, September* 30, 1867.

I HAVE the honour to inform your Lordship there has been no renewal of the African Slave Trade within the limits of this Consulate during the quarter ended this day.

I have, &c.
(Signed) JAMES DE V. DRUMMOND HAY.

BRAZIL. (*Consular*)—*Rio Grande do Sul.*

No. 41.

Acting Consul Berg to Lord Stanley.—(*Received March* 5.)

My Lord, *Rio Grande do Sul, January* 11, 1867.

I HAVE the honour to your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the half year ending the 31st of December, 1866.

I have, &c.
(Signed) CHAS. E. BERG.

No. 42.

Acting Consul Berg to Lord Stanley.—(*Received March* 5.)

My Lord, *Rio Grande do Sul, January* 12, 1867.

I HAVE the honour to transmit your Lordship a return of the average price of slaves within the district of this Consulate for the half year ended the 31st December, 1866.

I have, &c.
(Signed) CHAS. E. BERG.

Inclosure in No. 42.

RETURN of the Average Price of Slaves in the Province of Rio Grande do Sul for the Half-year ending 31st December, 1866.

Description.	African Slaves.		Slaves born in this Province.			Remarks.
	Males.	Females.	Males.	Females.	Children.	
	Reis.	Reis.	Reis.	Reis.	Reis.	
Aged negroes	350$000	350$000	320$000	350$000	..	Holders of slaves have found it difficult to keep up the prices, since there is an impression that the Government may be forced to liberate slaves for the purpose of finding men for the war with Paraguay.
Healthy middle aged ..	1,100$000	1,300$000	1,400$000	1,500$000	..	
Very strong and active ..	1,600$000	1,550$000	1,800$000	1,600$000	..	
From 5 to 8 years ..	..	..	..	..	700$000	
From 8 to 12 years ..	..	..	..	..	1,200$000	
From 12 to 14 years ..	..	..	..	..	1,400$000	

Rio Grande do Sul, January 1, 1867.
(Signed) CHAS. E. BERG, *Acting Consul.*

No. 43.

Acting Consul Berg to Lord Stanley.—(*Received September* 2.)

My Lord, *Rio Grande do Sul, July* 12, 1867.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the half year ending the 30th June, 1867.

I have, &c.
(Signed) CHAS. E. BERG.

EGYPT. (*Consular*)—*Alexandria.*

No. 44.

Acting Consul-General Reade to Lord Stanley.—(*Received August* 21.)

My Lord, *Alexandria, August* 9, 1867.

A FALSE impression appears to have obtained currency that subjects of European Christian Powers residing in Upper Egypt are either directly or indirectly engaged in the Slave Trade, and that in point of fact they are the real or principal promoters of the illegal traffic.

It would not be difficult, my Lord, by reference to the smallness and composition of the European community* in the Soudan, the jealousy with which all their proceedings are watched by the local authorities, the restrictions that are arbitrarily imposed on their trade, the limited profits, overwhelming competition, and enormous risks that would certainly attend any slave-dealing operation on their part, and a variety of other circumstances, to show that there can be, at the present moment, but little foundation for such an aspersion on the European character. It may be that in former years, when Europeans established themselves in Upper Egypt for purposes of trade, the want of any other description of servant impelled them to select from the black population, and, perhaps, forcibly capture or buy the number of attendants or followers they required, but these were ever regarded by their new masters as free people, from the moment of their entry into service, and paid, like other domestics, regular wages. It is very doubtful whether, except for the purpose of forming establishments of this description, Europeans were ever directly engaged in the Slave Trade. Some exceptions there may nevertheless have been, and, if so, they were, to say the least, of very rare occurrence.

It is, however, on the other hand, a matter of public notoriety that from 10,000 to 15,000 slaves are annually brought down the Nile to Cairo, while an equal or even greater number find their way to Souakin and the Rea Sea. The principal dealers are well known, and allowed by the local authorities to pursue unmolested their abominable traffic. True it is that some of these delinquents are occasionally arrested and their property confiscated, and sometimes a few slaves are even set at liberty, but the great bulk of the trade is tacitly sanctioned, if not actually connived at, by the authorities themselves. At Galabat, on the Abyssinian frontier, an enormous slave-mart is constantly open.

Two hundred Nile boats employed regularly in this trade are permitted to navigate with impunity, upon payment, for every voyage they make, of a certain tribute to the local authorities, whilst a similar import is levied upon every slave caravan that passes along the desert route of Korusco.

Although I have long been aware, my Lord, that slaves in large quantities were sold daily at Cairo, I was anxious to satisfy myself of the fact by personal observation. I accordingly visited, some days ago, a number of the slave-markets, disguised as an Arab (no European being allowed ingress to these establishments). Many of these slaves had been removed to the town of Tantah, for the purpose of being sold at the approaching fair there, and I consequently saw only between 250 and 300. From the information, however, which I was able to pick up, I am inclined to think that but for the above-stated removal of slaves to Tantah, there would be at the present time not less than 3,000 of these unfortunate creatures on sale at Cairo. I took a note of the several localities I inspected, as well as of some others which I had not time to visit; but before making any formal representation on the subject to the Egyptian Government, I determined upon ascertaining in the same manner the state of things at Tantah. Habited in my former disguise I, a day

* The community consists of two French merchants, the Austrian and French Consular Agents at Khartoum and half-a-dozen German, French, or Italian missionaries and their servants. Mr. Debono, a British ivory merchant, long established in the Soudan, has left the country, in consequence of the depressed state of trade.—T. F. R.

or two afterwards, that is to say, on the 5th instant, carefully inspected the principal establishments of the fair. Between 500 and 600 slaves of every description were presented to me; but I have reason to believe that the total number on sale were from 1,500 to 2,000.

On my return from the fair, I called on the Mudir, or Governor of the Province, informed him of what I had done and seen, and called upon him to set the slaves at liberty. He promised to take possession of the slaves in the night time, and forward them to Cairo on the following day, to be liberated or otherwise dealt with by the authorities of that city. I regret to learn, however, that this assurance was not carried into effect, and fear that the Mudir, who is an intelligent, energetic, and straightforward man, must have been prevented from fulfilling his engagement by orders from a higher authority. I have since addressed to Cherif Pasha a despatch upon the subject, and I beg to inclose, for your Lordship's information, a copy of that communication. As soon as I receive his Excellency's reply, I shall not fail to forward also a copy of it to your Lordship.

If, my Lord, the Egyptian Government were sincerely desirous of checking the progress of so great an evil, a good opportunity is now afforded to it for inflicting a severe blow upon the Slave Trade in this part of the world. I must confess, however, I am far from sanguine that much can be expected from that Government of its own volition, and for several reasons, amongst which I may enumerate, 1st, that important persons and functionaries of the Government derive considerable profit and advantage from the trade, either directly or indirectly; directly, because their palaces, houses, and estates are supplied with slave-labour; indirectly, because, inasmuch as the trade is ostensibly a forbidden one, they are enabled to levy on the dealers heavy toll for permission to evade the law; 2ndly, that the army of Egypt is largely recruited from the male black adult slaves; and 3rdly, that the Fellahs, or farmer population, are glad to have the means of sending, as substitutes for themselves and children when summoned by the Government to forced labour, slaves bought at these marts.

It is often alleged, and with considerable truth, that the condition of the slave in Egypt stands in favourable contrast with that which exists in other slave countries, but I have reason to believe from sources other than those with which the public is generally familiar, that the cruelties and abominations perpetrated by the dealers and their agents, who supply the Egyptian market, are not less atrocious than those ever committed by slave-traders in any part of the world.

I have, &c.
(Signed) THOS. F. READE.

Inclosure 1 in No. 44.

Acting Consul-General Reade to Cherif Pasha.

M. le Président, *Alexandrie, le 8 Août,* 1867.

MON attention ayant été appelé tout récemment à l'état actuel de la Traite des Nègres en Egypte, je regrette de trouver que ce commerce révoltant se fait aujourd'hui avec autant ou même avec plus d'activité que jamais, et qu'au centre du Caire, dans des établissements dont l'existence et le caractère sont de notoriété publique, des centaines, et je pourrais même dire des milliers, d'esclaves de toutes sortes sont exposés chaque jour pour y être vendu, avec une publicité et une insouciance des plus scandaleuses.

Afin de former une meilleure idée de l'état actuel de ce commerce au Caire, j'ai visité, déguisé en Arabe, il y a quelques jours, une quantité de marchés aux esclaves, et quoique apparemment une grande partie de ces esclaves avaient été déjà transportée à Tantah pour y être vendu à la foire, de 250 à 300 étaient soumis à mon inspection. J'ai pris note des différentes localités que j'avais visité, et aussi de plusieurs autres lieux que le temps ne me permettait pas d'inspecter, et si ce n'était pas que le moment ne me paraissait pas favorable pour intervenir dans ce trafic illégal, j'aurais immédiatement porté l'affaire devant les autorités locales du Caire. J'ai résolu, cependant, de faire une visite aux établissements des négociants d'esclaves à Tantah, pendant la durée de la foire, et de m'y informer sur l'état de choses par une observation personnelle. Reprenant donc mon déguisement, j'ai inspecté soineusement, le 5 du courant, plusieurs de ces établissements. J'y ai vu, M. le Président, entre 500 et 600 esclaves de toutes sortes, et j'ai lieu à croire que le nombre total en vente n'avait pas été moins de 1,500 à 2,000. A mon retour des marchés d'esclaves, je me suis rendu chez son Excellence le Mudir, et, après lui avoir fait des remontrances à ce sujet, je lui ai montré une note que j'avais prise des noms des vendeurs d'esclaves, de leurs résidences respectives, et même de la qualité des esclaves

qu'ils offraient en vente. Son Excellence prit une copie de cette note en Arabe, en m'assurant qu'il ferait entrer la police, la nuit suivante, dans tous les établissements que j'avais indiqués, et qu'après avoir libéré les esclaves, il enverrait ces derniers au Prefet de la Police du Caire pour que le Gouvernement en disposât.

Je regrette, cependant, d'apprendre que cette promesse n'a pas été mise en exécution.

J'annexe, ci-joint, pour l'information de votre Excellence, copie de la note que j'ai donnée à son Excellence Omar Bey, avec copie aussi de celle que j'ai préparé à l'égard des marchés d'esclaves au Caire, et je suis convaincu, M. le Président, que des telles mesures seront prises par votre Excellence que les esclaves susmentionnés seront immédiatement mis en liberté, et qu'un échec sera donné d'une nature à restreindre ou arrêter pour l'avenir, en ce qui concerne l'Egypte, la marché d'un commerce qui non seulement est opposé aux Lois et aux Conventions Internationales des pays civilisés, et formellement répudié par Son Altesse le Vice-Roi, mais qui est une réflexion frappante sur le siècle dans lequel nons vivons.

Afin de prévenir toutes difficultés qui pourrait être causé par un si grande nombre de personnes, dénouées des moyens d'existence, je suggérerais à votre Excellence qu'on pourrait peut-être trouver, soit ici soit au Caire, des maisons de respectabilité où les esclaves libérés pourraient être reçus comme simples domestiques. ayant le droit de quitter leurs nouveaux patrons le moment qu'ils auraient à se plaindre, et que des mesures seraient prises, par l'enregistrement de leurs résidences, ou par tout autre moyen, afin d'empêcher leur vente de nouveau.

Veuillez, &c.
(Signé) THOS. F. READE.

Inclosure 2 in No. 44.

Note des Etablissements au Caire où se trouvent des Esclaves à vendre.

Description de la Localité.	Etablissement.
Quartier Hassania (Bab el Fatouhe) ..	Quatre Ookellas.
Khan Khalili	Ookella el Salahdar.
	Ookella au-dessus la Porte de Khan Khalili.
Quartier Gamalia	Etablissement de Solyman Abou Daoud el Sheikh Yasirguiah.
Quartier Kusr el Shook (derrière le Mekhémé)	Deux établissements.
Quartier Sikka Jedida	Ookella el Mahrouky.
Quartier el Senadkia	Deux Ookellas.
Quartier Khrumfish	Sept ou huit établissements de blancs et noirs, dont les trois principaux appartiennent à Mohamed Baroudi, Hafiz Effendi, et Mustapha Agha
Boulac et Vieux Caire	Plusieurs établissements.

Inclosure 3 in No. 44.

NOTE des Esclaves portés à la Foire de Tantah pour y être vendus.

Description de la Localité.	Nom de Gellab.	Qualité des Esclaves.	Observation.
Darb el Zelabia	Abou Shnaff	Blancs	
	Yusef Agha	„	
	Abd el Samia	Blancs et noirs	
	Solyman Mohamed	Noirs	
Darb el Sakia	Said Ahmed Agha	Blancs	
	Mohamed Agha	„	
	Khourshid Agha et Compagnie ..	„	
	Solyman Agha	„	
	Rashid Agha	„	
A côté du Moulin vis-à-vis la Boutique de Hanal Sarif	Aly Agha (Stambouly).. ..	„	
Près de cet endroit	Ahmed Bastowisi. De Mehalla el Kebir et Associé de Solyman Agha abou Daoud	Blancs, noirs, et Abyssins	Très nombreux.
Ookella el Aguizi*	A peu près 20 Gellabs.. ..	Noirs	
A côté l'Ookella Aguizi et partie du même immeuble	Solyman Yasirgui	„	
Près de cet Ookella	El Sit Izmirlia	De toute espèce	
Vis-à-vis le dernier Ookella et près la Maison de Scandar Huggar	Mohamed el Baroudi	Noirs	
Derrière le dernier établissement ..	Awad el Yasirghy	Noirs	
	Halil	„	
	Mekhimmah	„	
A côté de la Boutique de Ahmed el Sahan	Aly Effendi .. .. .. Yusef Effendi	Blancs et Abyssins	
Vis-à-vis le café Yairguiah ..	El Hag Agueil	Blancs et noirs	
Vis-à-vis la Maison de Ahmed el Sahan et en face de l'Escalier du Mosqué Said el Bedoury à coté de Darb el Sakia	Mohamed Agha el Kurdy ..	Blancs	
Inconnue	Aghamoughli Aga de Caire ..	Blancs	
	Hafiz Effendi..	„	
	Mustapha Agha .. .	Blancs et noirs	
	Solyman Abou Daoud, Sheikh el Yesarghieh	De toute espèce	

No. 45.

Lord Stanley to Acting Consul-General Reade.

Sir, *Foreign Office, August* 31, 1867.

I HAVE received your despatch of the 9th instant, reporting upon the Slave Trade in Egypt, and the steps taken by you with the view to ascertain whether the practice still obtained of selling slaves in the markets of Cairo, and I have to acquaint you that I approve your proceedings as reported in your above-mentioned despatch, as well as the communication addressed by you to Cherif Pasha in this matter.

You are aware that it was with the view chiefly to the suppression of the Slave Trade from the Soudan by way of Souakin and Massowah that the Viceroy of Egypt requested that those ports might be made over to him by the Turkish Government. I should be glad to learn from you whether the cession of the ports in question to His Highness has been followed by a cessation of the Traffic in Slaves from thence.

I am, &c.
(Signed) STANLEY.

No. 46.

Acting Consul-General Reade to Lord Stanley.—(*Received September* 10.)

My Lord, *Alexandria, August* 25, 1867.

WITH reference to my despatch of the 9th instant, respecting the Slave Trade in this country, I have the honour to submit to your Lordship the accompanying copy

* The signification of "ookella" is caravanserai or inn.

of Cherif Pasha's reply to the letter I addressed his Excellency on the 8th of the present month, calling his attention to what I had myself witnessed at Cairo and Tantah in connection with this subject, as stated in my above-mentioned report to your Lordship.

Your Lordship will perceive that the Pasha's version of what took place at the Tantah fair is not consistent with the facts of the case, as they came under my personal observation, and that, as regards the state of things at Cairo, his Excellency evades the question altogether.

Although strongly tempted to comment severely upon his Excellency's despatch, as well as confute some of the statements contained in it, I was not prepared, without instructions to that effect from your Lordship, to assume the responsibility of entering into a disagreeable discussion with the Egyptian Government. I therefore responded by simply informing Cherif Pasha that his Excellency's communication could not be regarded as a complete reply to my letter, and that I should submit it to your Lordship's consideration, together with a report of all the circumstances that have come to my knowledge in the matter.

I did not fail, however, in the course of a friendly conversation which I subsequently had with Cherif Pasha on the subject, to express my dissatisfaction that the promise made to me by the Governor of Tantah, viz., that the whole of the slaves that were exposed for sale at the fair would be set at liberty had not been duly fulfilled; whereupon his Excellency replied that that promise had been partially carried into effect, but that owing to the crowded state of the fair, and the consequent difficulty of arresting so many people, a great number of the slaves had been surreptitiously removed by their respective proprietors and escaped. His Excellency further assured me that the authorities were now in pursuit of the fugitive slaves, and that the latter, as well as those I had seen at Cairo, would ere long fall into their hands, and be set at liberty.

The Pasha then complained that European Christians in Upper Egypt were largely engaged in the Slave Trade, but, I believe, by referring his Excellency to circumstances which it is not necessary to repeat here, I very soon satisfied him that such was not the case.

I believe also I was equally successful in showing that Soleyman Abou Daoud, the person whose innocence in the matter of slave-dealing is affirmed in the postscript of the Pasha's letter, was not unjustly accused by me of being associated in the illegal Traffic.

The unsatisfactory nature of Cherif Pasha's reply to my representations with regard to the slave-markets at Tantah and Cairo, will prove to your Lordship, better than anything I can state from my own experience, that no reliance whatever can be placed in the anti-slavery protestations of this Government.

It might be inferred from the Minister's account of the Tantah affair that the whole of the slaves I had seen were part of a particular caravan; but it is a notorious fact that a great proportion of those slaves came from the Cairo establishments, and were taken to the fair by railway in various batches, some of which I myself saw in the trains.

That there would really have been very little difficulty about liberating every slave brought into the fair to be sold was admitted to me by the Provincial Governor; and I have reason to know that that officer had actually effected the release of a considerable number of the slaves when, on the arrival of a higher functionary (the Inspector-General of Provinces), the work of emancipation came suddenly to a close.

I have, &c.

(Signed) THOS. F. READE.

Inclosure 1 in No. 46.

Cherif Pasha to Acting Consul-General Reade.

M. le Gérant, *Alexandrie, le* 18 *Août,* 1867.

J'AI lu avec une sérieuse attention la dépêche que vous m'avez fait l'honneur de m'adresser le 8 Août courant, au sujet des djellabs* et des démarches auxquelles vous vous êtes personnellement livré pour constater certains actes à leur charge.

Le Gouvernement de Son Altesse le Vice-Roi apprécie, M. le Gérant, le sentiment qui a dicté ces démarches, et il fera toujours de celles qui, comme les vôtres en cette circonstance, ont pour but la découverte de la vérité et la repression des abus.

Vous le reconnaissez très explicitement d'ailleurs vous-même, M. le Gérant, tous ses efforts sont constamment dirigés vers ce but, et chacun sait avec quelle énergique volonté

* Anglice, slave-dealers.—T. F. R.

il poursuit son œuvre d'affranchissement, et combat, dans les plus larges limites du possible, le honteux Trafic des Esclaves.

Grace aux dispositions prises et à la vigilance déployée, les vestiges de cet usage barbare, qui malheureusement s'était implanté chez les peuples les plus civilisés, tendent à disparaître de jour en jour, et finiront par s'effacer sus la main de la justice et de l'humanité. Cependant, entrainés par leurs mauvais instincts et par l'âpre appetit d'un lucre sordide, certains individus se rencontrent encore aujourd'hui qui essaient de braver toutes les lois, et de se livrer à ce commerce scandaleux, en recouvrant à tous les subterfuges pour échapper à l'application des mesures rigoureuses adoptées à leur égard.

Tels étaient, M. le Gérant, ceux que votre communication du 8 de ce mois avait pour objet de signaler à l'attention de l'autorité.

Mais, déjà le Gouvernement avait appris, d'autre part, l'arrivée dans la Haute Egypte, vers Siout, d'une caravane de djellabs, qui se proposaient de venir à Tantah exploiter leur coupable industrie, espérant qu'ils reussiraient à tromper la vigilance et les soupçons de l'autorité à la faveur du tumulte qui existe toujours en temps de foire dans cette localité.

La première étape de la caravane devant être la ville du Caire, le Gouvernement avait avisé en conséquence.

A peine arrivés en cette ville, plusieurs furent pris, les autres recherchés et poursuivis par la police parvinrent à s'échapper et à gagner Tantah, en conservant l'espoir de pouvoir s'y livrer impunément à leurs spéculations immorales,

Mais au moment même où, pleins de cette fausse confiance, ils se croyaient le plus sûrs de réussir à profiter des circonstances, son Excellence l'Inspecteur-Général se rendait à l'improviste sur les lieux, surprenait les coupables, les faisait arrêter, mettait en liberté soixante victimes, et en appréciant les raisons avancés par le zabit, qu'il avait interpellé, et qui tendait à décliner la responsabilité de la présence des djellabs à Tantah, en disant qu'il lui avait été impossible jusqu'alors de les reconnaître dans la foule d'étrangers qui se trouvaient à la foire, il le remplaçait purement et simplement, avec l'entière approbation du Conseil de Régence, afin que la mesure fût radicale et exemplaire.

Telle a été, M. le Gerant, la conduite de l'autorité.

Après de pareils faits, vous serez sans aucun doute de plus en plus convaincu que le Gouvernement de Son Altesse le Vice-Roi, fidèle à ses idées de civilisation et de progrès, ne transigera jamais avec les djellabs, et continuera à reprimer leurs odieuses menées par tous les moyens en son pouvoir.

Veuillez, &c.
Le Ministre des Affaires Etrangères,
(Signé) CHERIF.

P.S.—Il convient de noter que le Sieur Soliman Abou Daoud, indiqué dans la depêche Consulaire du 8 Août, est chargé de loger et nourrir, aux frais du Gouvernement dans divers locaux placés sous sa direction, les gens mis en liberté jusqu'à ce qu'ils aient trouvé le moyen de se suffire à eux-mêmes.

Inclosure 2 in No. 46.

Acting Consul-General Reade to Cherif Pasha.

M. le Président, *Alexandrie, le* 20 *Août*, 1867.

J'AI dûment reçu la dépêche que votre Excellence m'a fait l'honneur de m'adresser le 18 du courant, en réponse à la mienne du 8 du même mois, relativement au commerce d'esclaves qui se pratique actuellement au Caire, et aux marchés aux esclaves que j'avais personnellement visité à la foire de Tantah.

Tout en appréciant, M. le Président, les sentiments que votre Excellence exprime contre ce trafic odieux, je regrette de trouver que les faits qu'elle porte à ma connaissance ne peuvent pas être accueillis comme réponse complète à ce que j'avais exposé à votre Excellence sur l'état des choses que j'ai moi-même constaté.

Loin de vouloir entrer dans une discussion de l'affaire avec le Gouvernement d'Egypte, je me bornerai pour le moment à soumettre à l'appréciation de mon Gouvernement copie de la correspondance échangée entre nous à ce sujet, avec un rapport sur tout ce qui s'est passé, autant que les circonstances m'étaient connues.

Veuillez, &c.
(Signé) THOS. F. READE.

No. 47.

Acting Consul-General Reade to Lord Stanley.—(*Received September* 27.)

My Lord, *Alexandria, September* 18, 1867.

AS, with reference to my late despatches on the Slave Trade, it may not be uninteresting to your Lordship to know that the representations I have recently made to this Government have not been without effect, I have the honour to inclose the accompanying extract from "L'Avvenire d'Egitto," an Egyptian newspaper, dated the 14th instant, and reporting the liberation, on the 7th instant, of a number of slaves at Cairo.

I have only to add that the account given in the extract is quite correct.

I have, &c.

(Signed) THOS. F. READE.

Inclosure in No. 47.

Extract from "L'Avvenire d'Egitto" of September 14, 1867.

PROVO un vero piacere nel dar nazione ai nostri lettori di un' arresto di schiave che ebbe luogo in Cairo.

Il dì 7 corrente il Signor R. Wilkinson, suddito Inglese, domiciliato in Cairo, avendo saputo l'esistenza di un gran numero di schiave in vendita, nell' Okella Mahroughi, quartiere di Hassania, ed in quella di Salahdan, quartiere di Han Halil, ha subito informato il Signor Console Inglese e si è offerto volontariamente di accompagnare una forza armata affine di porre in libertà le infelici creature che sarebbero arrestate.

Sua Eccellenza Ahmet Pascià Daramanli conformandosi alle instanze del Signor Reade, si è affrettato di porre alla disposizione del Signor Wilkinson venticinque cavass, sotto gli ordini d'un Maawine, i quali si sono resi sul luogo.

Dopo una ricerca minuziosa, ventisette schiave nere furono arrestate (varie scoperte entro cassoni), un grande numero essendo stato involato dai suoi padroni Gellabs, i quali a quanto pare erano stati prevenuti a tempo su questo progetto d' arresto.

Le schiave arrestate furono condotte alla prefettura di polizia, par essere poste in libertà e collocate convenevolmente in case rispettabili.

Non si potrebbe bastantemente far l'elogio a sua Eccellenza il Prefetto di Polizia, il quale, malgrado una tenace opposizione per parte degli indigeni (dei quali il traffico degradante della schiavitù è secoli fa stradicato dagli usi e principj), ha spiegato in quest' occasione un'energia imparreggiabile fra i suoi colleghi.

(Translation.)

I EXPERIENCE a true pleasure in giving knowledge to our readers of an arrest of slaves which has taken place at Cairo.

On the 7th instant, Mr. R. Wilkinson, English subject domiciled at Cairo, having learnt the existence of a great number of slaves for sale in the Okella Mahroughi, quarter of Hassania, and in that of Salahdan, quarter of Han Halil, immediately informed the English Consul, and offered voluntarily to accompany an armed force in order to place at liberty the unhappy creatures who might have been arrested.

His Excellency Ahmet Pasha Daramanli, in conformity with the representations of Mr. Reade, hastened to place at the disposition of Mr. Wilkinson twenty-five cavasses under the orders of a Maawine, and they repaired to the place.

After a minute search, twenty-seven black slaves were seized (some discovered within chests), a large number having been hurried away by their masters, the Gellabs, who, as it appears, had been forewarned in time of this project of seizure.

The slaves who were apprehended were brought to the Prefecture of Police to be placed at liberty, and to be suitably located in respectable houses.

One would not be able sufficiently to eulogize his Excellency the Prefect of Police, who, in spite of stubborn opposition on the part of the natives (in whose customs and principles the degrading Traffic in Slaves has been rooted for centuries past), has employed on this occasion an energy which could not be equalled by his colleagues.

No. 48.

Lord Stanley to Acting Consul-General Reade.

Sir, *Foreign Office, September* 30, 1867,

I HAVE received your despatch inclosing an extract from the "Avennire d'Egitto," and I have to express to you the satisfaction of Her Majesty's Government at the liberation of slaves therein reported.

I am, &c.
(Signed) STANLEY.

No. 49.

Lord Stanley to Colonel Stanton.

Sir, *Foreign Office, December* 6, 1867.

I TRANSMIT to you herewith, copy of a letter which I have received from a Mr. Arthington of Leeds, inclosing a translation of a communication from a German named Saulter, who has lately been employed at Khartoum, containing information relative to the Slave Trade on the White Nile and in the Egyptian Soudan.

It will not be necessary that you should make any communication to the Egyptian Government in this matter at present, but I think it right nevertheless to communicate the inclosed papers to you for your own information; and I have at the same time to call your attention to that part of Mr. Saulter's letter in which he states that almost all the establishments on the White Nile are now in the hands of one Mahometan merchant, who is said to be an agent of the Egyptian Government.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 49.

Mr. Arthington to Lord Stanley.

Leeds, November 28, 1867.

THE accompanying letter, intended as addressed to myself, was forwarded to me a few days ago by Mr. Schlientz, of St. Chrischona, near Basle, Switzerland, who knows English well, and doubtless it has been revised by him, as Mr. Saulter's translation of his own original statement written in German.

Schlientz, who is an excellent man, makes this remark in his letter to me, "I think the English Government might employ a man like Saultier (for he is acquainted with a number of languages) to investigate the case of the Slave Trade thoroughly in those regions."

With diligent care I have obtained, and with anxious care read and considered, this document, drawn up purposely at the request of Mr. Duisberg, the Prussian Consul at Khartoum, by the person who signs his name to or upon it. This I guarantee as genuine and truthful, as far as honest men can utter a truthful statement, and I intensely desire the extinction of this most wicked and cruel traffic. What a benefactor will he or they be to mankind who shall be the honoured instruments of extinguishing the accursed evil! In so vile a business, where human sympathies are so grossly violated, no quarter or truce should be allowed, no dallying with vain excuses, but the resolute suppression of the traffic by the strong hand of righteous power. I am inclined to think that were this traffic with resolute persistent vigour put down in the White Nile region, the whole East African Slave Trade, to the horrors of which, as regards the district west of Zanzibar, the Bishop of Mauritius has called attention, would die away along with it.

Duisberg is gone back to or towards Khartoum.

(Signed) ROBERT ARTHINGTON.

Inclosure 2 in No. 49.

A few Notices on the White Nile, and Slave-trading in the Egyptian Soudan and the rest of Egypt.

Turingen, November 4, 1867.

NEITHER the writer of this (who was a member of the mercantile establishment of Mr. Spittler, and connected with his missionary station in Khartoum) nor any one of the missionary brethren have ever found occasion yet to fix his abode for some time in those upper regions of the White Nile, which for many years offered equally bright chances to the adventurer, the hunter of elephants, buffaloes, &c., the gain-seeking merchant, and the faithful missionary; he therefore relies in his account on trustworthy eye-witnesses, who partly were trading in ivory, being merchants settled for this purpose in Khartoum, partly members of the Roman Catholic Mission (Austrian, which had founded there the two stations of the Holy Cross and Gondokorro), or trustworthy men, who first were serving either of the former and afterwards became connected with us.

We had settled in Khartoum in August 1865, whilst slave-trading had been severely prohibited by Musa Pasha (Governor of the Egypt-Soudan) about a year ago. But Musa Pasha having died in January 1865, we remarked that slave-trading revived, or at least was going on secretly, and we then concluded that the Mahometans scarcely ever will effect an entire abolishment of slave-trading, though they punish those who are caught in the very fact.

Khartum, a village of only a few cottages about forty years ago, from the time of the subjugation of Nubia (the Egyptian-Soudan), Sennaar, and Kordofan, by Mahomet Ali, rapidly rose to a town of about 50,000 or 60,000 souls, favoured by its situation on the junction of the two Niles, the central point of all mercantile operations up to the Equator, to Kordofan, to Sennaar, and Abyssinia.

About twenty years ago, some Europeans, a few Syrians and Copts, and several Mahometan merchants, commenced exploring the White Nile, hunting elephants, and exchanging ready waiting teeth from the negroes for beads and other small objects exciting the curiosity of men and women.

They provided vessels with the necessary crew (about fifty or sixty armed men), provisions, victuals, powder, and goods, and went upwards the White Nile, making often 15° of latitude. Only one expedition could be made every twelve months, on account of the immense distances and the regular north winds blowing from November to March, the southern winds blowing in July, August, September.

By-and-bye these proprietors of the expeditions settled in some country favourable to their purchases or to elephant hunting, built cottages (tokuls, round huts made of branches) for their men, and surrounded them by seribas (high thickets of briars and thorns) to protect them from attacks of the negroes and wild beasts. Here they deposited a stock of provisions and goods sufficient for one or two years, and left a party of their men with the instruction to trade and collect as much ivory as possible, which was to be fetched by a next expedition.

There were about fifteen such settlements or "stabilimenti" on the White Nile at the prosperous epocs, and often twenty to thirty vessels leaving Khartoum in November.

This kind of honest traffic went on for many years without great difficulties, the soldiers hunting and trading and making friends with the negroes, sometimes protecting them against the neighbouring tribes, sometimes robbing them; but soon it was to turn out into slaughter, robbery, and slave-hunting.

The left (west) of the White Nile up to the mouth of the River Ghazal is occupied by the tribes of the Baggara, Shilluk, and Nouair (Nuer), the right or east part by the Denka.

The River Ghazala is occupied by the Baggara Hummur, the Djur, Dor, and Njam-Njam.

The River Sovat, by tribes of the Denka, Nuer, Bondjak, and Djuba.

The White Nile itself, which from the mouth of the Ghazal upwards is also called "Kyr," is occupied by the Nuer Gower, farther eastwards by the Rich, Neroria, Elouadj, Tonidj, Bor: towards the west by the Elliab, Kitch, Rol, Tonidj, Djerouil, Djak, Rek; those latter are all Denka by origin.

All these tribes have their own Chiefs, and are often in war with each other, when difficulties arise about the territory, The captives they make are kept in slavery, but sometimes exchanged afterwards.

As above mentioned, these Dongolawi (the soldiers of the "stabilimenti," who mostly belonged to the population of Dongola and Berber) would not resist to so ready an

occasion to make slaves, either for their own use or for making money, dreading no means to catch their victims, by robbery or murder, open attack or sly treachery.

Even the masters of these Dongolawi, if they had not given proofs of a lion's intrepidity, once in those regions of anarchy, deprived of all justice, had scarcely any influence over their men, and were obliged to keep silence in presence of the most cruel atrocities, if they would not lose their lives. I have known two cases, where entirely honest men, trying expeditions on the White Nile with the firm purpose to procure ivory only by trading, and who, opposing themselves to the immoral and atrocious acts of their men, were beaten and ill treated in every way; their expeditions failed entirely because their men did all the contrary of their orders; one, Muallim Theodoros, a Copt, lately living in Berber, related to me that they treated him as insane, bound him, and led him captive for months amongst derisions and the most shameful treating, whilst they made their own traffic, murder, robbery, and slave-hunting. This honest man was obliged to see his vessel crowded with slaves, got scarcely any ivory, came back to Khartum by God's providence, and when he looked out for justice was laughed at, for they all witnessed against him; so he was glad to escape with the expenses of the expedition, and the consolation that he was in his right mind.

Thus the enticing prospect of gain and riches armed and produced every year new expeditions for ivory.

It is a fact, too, that most of the soldiers received a very small payment for their services, and often only provisions instead of it and promises of a few slaves. The masters of the expeditions in general received only the ivory, but a few of them, and especially Mahometan, have been stained with blood and guilt as well as their men.

By degrees, also, the negroes got provided with beads, and pursued this kind of traffic; some of them, being without cattle, declared that they would no more exchange their ivory but for cows.

Now, what was to be done to get such quantities of cows but to plunder and rob one tribe, and to sell their property to others. This was for the last ten years the principal means to get ivory on the White Nile, with the exception of a few Europeans, who used to get their stock by hunting, but in many respects were obliged to keep company with the other merchants.

The tribes which suffer most from these cruelties are the numerous ones of the Denka, who generally live on cattle. Their villages, though sometimes many days' journey from the river, are suddenly attacked by the so-called Turks (Dongolawi), their huts burned, men and women, not being able to escape, butchered, the children made slaves, and their cattle, which often amounts to several thousand pieces, driven away. Acts of the most terrible cruelty are committed on such occasions. I was told by a servant in Khartoum that he saw with his own eyes one of his fellow-soldiers rush on a negro, open his belly with a knife, taking out his liver, and feeding on it, the spume running from his lips. They are as if possessed with rage and hatred. An Italian gentleman, Signor Piaggia, told me that he once found a group who had hanged a mother of two children on a tree, her feet upwards, cut slices from her, and made the children eat their mother's flesh.

There are a great many acts of the kind which seem incredible, but have been ascertained to me by different disinterested or penitent witnesses.

Of course the negroes by turns have become deadly enemies to their white invaders, or to any vessel coming up the White River. These, obliged to stop, will not go on shore, but cast anchor in the middle of the stream, nor go on their expeditions alone, but at least in companies of three or four, up to twelve, vessels. The negroes assemble often by thousands to rescue their captive children and their cattle, and many a slave-hunter has there paid with his life, or had a narrow escape. The shores of the White Nile are now waste for many hundreds of miles, as well as both shores of the Sobat river, and the ways for Missions, as well as for honest commerce, have been closed for a long time. All Europeans (with one exception) have by-and-bye retired from the traffic of the White Nile, and even the two stations of the Roman Catholic mission, which has been founded with immense sacrifices both of men and means, were obliged to leave, alternately attacked and ruined by the slave-hunters and the negroes.

Almost all the "stabilimenti" on the White Nile up to the Equator, and on the Ghazâl river up to the Njam-Njam, are now in the hands of one Mahometan merchant, named Agâth, who brought immense quantities of ivory from his settlements in the year 1866, and who is said to be an agent of the Egyptian Government.

I have found during my stay in Khartum, as well as in different travels up and down the Nile, that slave-trading has always been going on, some on secret ways, some in the open road of the Government. On our way to Cairo we encountered a vessel with more than forty children on the Nile, near Esneh, and lost sight of it near Siut; we were often,

on occasion of contrary wind, together with them in one place for days. On another occasion I met with a transport of slaves in the desert, between Khartoum and Berber.

Slave-trading is equally going on in Kordofân and Teggele, and on a large scale in Galabât (neutral territory between Sennaar and Abyssinia), where thousands of poor little Gallas are sold and smuggled through the Egyptian territory, or transported by the Red Sea.

This traffic is only in the hands of Mahomedans, who are wise enough to declare them to be free, buying of an Egyptian Kady tickets of liberty corresponding to the number of the slaves; they pass to Jedda, where they only pay a tax in the custom-house, and go on their way as easy as possible.

As we heard by some gentlemen in Siut, there arrived this spring about 2,000 slaves from Darfûr, who all found masters in Egypt or the Turkish dominions.

Though we must confess that many slaves in Egypt and Turkey are not at all badly off, but loved and well kept by their masters, and that they are surely better cared for than in their own country, we can never approve slave-trading, looking on the immense misery and horrors that flow from its source—the slave-hunting.

Very little can be hoped at present of the White Nile, at least for missionary attempts, if there is not another way found out, perhaps after a favourable result of the expedition to Abyssinia.

Last year a vessel of a Khartoum merchant, a Copt, named "Ghattâs," was burned by the negroes and the whole of the crew murdered. The latest news tell us again of two vessels of another Copt named "Shunuda," the crews of which perished, as well as the son of the named merchant. The negroes, especially the Shilbuk, are determined to defend their home and property, or to die in their vengeance.

I recommend you, dear Sir, in general matters of the White Nile, and especially about elephant hunting, the book of M. Jules Poncet (Société de Géographie, Paris, Arthur Bertrand, Editeur, 21, rue Hautefeuille), who is trustworthy in his relations, and at the same time would encourage you to address the French Consular agent in Berber, M. Lafagrue, who himself was trading on the White Nile about ten years ago, but left it when it was impossible to go on without murder and robbery. He is a man of immense experience, and a most acute judge of the nature and moral qualities of the negroes, and promised me, when we passed Berber last May, readily to answer any questions made on the subject.

I remain, &c.
(Signed) F. SAULTER.

No. 50.

Lord Stanley to Colonel Stanton.

Sir, *Foreign Office, December* 31, 1867.

WITH reference to my despatch of the 6th instant, I transmit to you herewith copies of two letters which I have received from Mr. Petherick, inclosing extracts of letters from the Prussian and Austrian Consular Agents at Khartoum respecting the course now pursued by the Egyptian Government for monopolizing the trade of the White Nile.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 50.

Mr. Petherick to Lord Stanley.

My Lord, *The Tookul, Henley-on-Thames, December* 21, 1867.

IN the receipt of a letter, dated November 6th, from the Acting Prussian Consular Agent at Khartoum, a portion of which alludes to the Slave Trade and the persistent oppression of commerce, and the few Europeans that still remain in the Soudan, I take the liberty to inclose a translation of the extract for the information of your Lordship.

I have, &c.
(Signed) JOHN PETHERICK.

Inclosure 2 in No. 50.

Mr. Caggenmacher to Mr. Petherick.

(Translation.)
(Extract.) *Khartoum, November* 6, 1867.

WITH respect to the Slave Trade in the Soudan, the slanderous expressions of the Viceroy in Paris have also been read here.

I give you my word of honour that, during my residence in the Soudan, I have seen no European slave-dealer.

The Brothers Poncet employ about 300 men on the White River, and for several years they have prohibited their men from bringing a single black face with them.

On the other hand, the vessels of the Viceroy are always crowded with slaves, which partly are sent on to Cairo, and a portion are sold at this place.

It is the ardent desire of the Viceroy to drive the Europeans from the Soudan, in order that the Slave Trade may be prosecuted without scrutiny. For this purpose he endeavours to impede both commerce and transport, and the Governor-General is in receipt of instructions to that effect.

But recently several Arab villages in the vicinity of Sennaar have been sacked by the soldiery of the Egyptian Government, and they brought quantities of slaves with them from that locality.

Shortly previous to my arrival at Gadarif (about a year ago) thousands of Christians even, from Abyssinia, were sold to the Arabs of Taka and Matamma.

All Consular reclamations referring thereto have been fruitless.

Inclosure 3 in No. 50.

Mr. Petherick to Lord Stanley.

My Lord, *The Tookul, Henley-on-Thames, December* 27, 1867.

WITH reference to my letter of the 21st instant, I now have the honour to inclose a translation of an extract of a letter upon the same subject from Mr. Hansal, the Austrian Vice-Consul, dated Khartoum, November 5, and received by a later mail *viâ* Southampton.

I have, &c.
(Signed) JOHN PETHERICK.

Inclosure 4 in No. 50.

Mr. Hansal to Mr. Petherick.

(Translation.)
(Extract.) *Khartoum, November* 5, 1867.

IN the course of a few days, the Brothers Poncet, with their families, will remove to Egypt; but, in the course of the next year, one or other of them will return here to sell their trading establishments on the White Nile, which they have not yet been able to dispose of to their satisfaction.

With the exception of the above, Sheik-il-Agâd, with the Viceroy's money, has already bought up the whole of the ivory trading stations on the White River.

Ismail Pasha is master and Agâd the tenant, who pays to the Viceroy an annual rental for the ivory trade.

It is therefore evident that Ismail Pasha has speculated and succeeded to monopolize the entire trade of the White Nile to himself.

FRANCE.

No. 51.

Lord Stanley to Mr. Fane.

Sir, *Foreign Office, January* 26, 1867.

I INCLOSE, for your information, copies of a letter and of its inclosures which I have received from the British and Foreign Anti-Slavery Society, respecting an Anti-Slavery Meeting which the Society is anxious to organize in Paris in June next, and I recommend the deputation which is about to proceed to Paris to your good offices for the furtherance of the object they have in view.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 51.

Mr. Chamerovzow to Lord Stanley.

My Lord, 27, *New Broad Street, January* 23, 1867.

A DEPUTATION appointed by the Committee of the British and Foreign Anti-Slavery Society, is about to proceed to Paris for the purpose of presenting to M. le Marquis de Lavalette, Minister of the Interior, a requisition (copy inclosed) for the necessary authorisation to hold an Anti-Slavery Conference in Paris in the month of June next.

I am instructed by the Committee to ask whether your Lordship will so far promote the object of the deputation as to furnish us with a letter to his Excellency Earl Cowley, or, in the event of his absence, to his representative, with a view to obtain readier access to the Minister, and also to give due weight to our application.

I am to add that, as the matter is urgent, the Committee will feel obliged if your Lordship will return an answer to this communication at your earliest convenience.

I have, &c.
(Signed) L. A. CHAMEROVZOW, *Secretary.*

Inclosure 2 in No. 51.

The Sub-Committee of the British and Foreign Anti-Slavery Society to the Marquis de Lavalette.

Excellency, 27, *New Broad Street, London, December* 12, 1866.

WE, the Undersigned, on our own behalf, and on that of the Committee of the British and Foreign Anti-Slavery Society, have the honour to inform your Excellency that it is proposed to hold in Paris, some time in June next, a conference of friends of the Anti-Slavery cause, to consider the present position of the question of Negro Emancipation, which it is their object to promote.

It is concluded that a large number of gentlemen who are identified with the Anti-Slavery movement, will be attracted from foreign countries to Paris by the Great Exhibition, many of whom have already intimated that they would highly value the opportunity it presents to submit the results of their experience on the various phases of this important question.

We therefore most respectfully solicit of your Excellency the authorization which we are informed is necessary to hold the proposed Conference, at such time in June, and in such locality, as may be finally selected; but the Memorialists would consider it a signal favour, and an additional obligation, if your Excellency would obtain for them, for the

purpose mentioned, the use of one of the numerous buildings at the disposal of the Government of His Imperial Majesty.

We have, &c.

(Signed) BROUGHAM AND VAUX.
W. E. FORSTER, M.P.
CHAS. GILPIN, M.P.
THOMAS B. POTTER, M.P.
T. FOWELL BUXTON, M.P.
JOSEPH COOPER.
WILLIAM ALLEN.
HENRY STERRY.
JAMES W. MASSIE, D.D., LL.D.
L. A. CHAMEROVZOW, *Secretary.*

No. 52.

Lord Stanley to Mr. Fane.

Sir, *Foreign Office, February* 21, 1867.

WITH reference to Lord Cowley's despatch of September 18, 1866, inclosing a *note verbale* which had been communicated to him by the French Government, in answer to the representations which his Excellency had been instructed to make upon the alleged Slave Traffic carried on by French subjects in the Island of Réunion, I now transmit to you copies of a despatch and its inclosures from Her Majesty's Consul at Madagascar,* to whom the *note verbale* was referred; and I have to instruct you to communicate these papers to the French Government, and to state that Her Majesty's Government having originally brought this subject to the notice of the Government of the Emperor, consider it right to furnish them with the additional information which has been received from Her Majesty's Consul in Madagascar.

I am, &c.

(Signed) STANLEY.

No. 53.

Mr. Fane to Lord Stanley.—(Received February 27.)

My Lord, *Paris, February* 25, 1867.

I HAVE the honour to inform your Lordship that I have this day addressed a note to the French Government in the terms of your Lordship's despatch of the 21st instant, instructing me to communicate to the French Government certain correspondence relative to alleged Slave Traffic at the Island of Réunion.

I have, &c.

(Signed) JULIAN FANE.

No. 54.

Lord Stanley to Earl Cowley.

My Lord, *Foreign Office, June* 27, 1867.

WITH reference to my despatch of the 21st of February last, and to previous correspondence relating to the Slave Traffic alleged by Her Majesty's Consul in Madagascar to be carried on by French subjects in the Island of Réunion, I now inclose, for your Excellency's information, a copy of a further despatch on this subject from Her Majesty's Consul in Madagascar, inclosing an extract from the "Mauritius Commercial Gazette."

If the statatement contained in this extract is correct, the French authorities would appear to have found out that it was not without reason that Mr. Consul Pakenham denounced as partaking of the nature of Slave Traffic, the proceedings of certain French subjects who were engaged in introducing into Réunion, Malagasy and African labourers, whose services they purchased in Madagascar.

It will not be necessary that your Excellency should make any fresh representation to the French Government on this subject; but you will not fail to make use of the

information contained in the inclosed despatch should your Excellency ever have occasion to mention the matter again to the French Minister.

I am, &c.
(Signed) STANLEY.

No. 55.

Mr. Fane to Lord Stanley.—(Received July 15.)

My Lord, *Paris, July 14, 1867.*

WITH reference to your Lordship's despatch of the 21st February, relative to the alleged Slave Traffic carried on by French subjects in the Island of Réunion, I have the honour to transmit herewith a copy of a note from the Marquis de Moustier, stating that the Minister of Marine and of the Colonies had received an answer to the instruction which his Excellency had sent to Captain Dupré, enjoining on that officer the greatest care, in order to prevent any abuses of the kind alleged from being committed, and that Captain Dupré informed his Excellency in his answer that he had already taken the necessary measures for insuring the strict observance of the regulations, and for preventing any illicit trade by the merchant-vessels plying between Réunion and Madagascar.

I have, &c.
(Signed) JULIAN FANE.

Inclosure in No. 55.

M. de Moustier to Mr. Adams.

Monsieur, *Paris, le 8 Juillet, 1867.*

PAR une lettre en date du 25 Février dernier, M. Julian Fane m'a communiqué une dépêche du Consul Britannique à Tamatave contenant de nouvelles informations sur les manœuvres attribuées à des habitants de la Colonie Française de la Réunion et qui auraient pour but de se procurer des travailleurs à Madagascar. J'ai l'honneur de vous faire savoir, en me référant, d'ailleurs, aux explications contenues dans la note qui a été remise à son Excellence M. le Comte Cowley par M. le Marquis de La Valette, au mois de Septembre dernier, que M. le Ministre de la Marine a recommandé à M. le Gouverneur de la Réunion de veiller avec le plus grand soin à ce qu'aucun abus ne puisse se produire impunément. Il résulte de la réponse que M. l'Amiral Rigault de Genouilly a reçue de M. le Capitaine de Vaisseau Dupré, que cet officier supérieur avait déjà de lui-même prescrit les mesures nécessaires pour assurer la stricte observation des règlements et pour que les navires affectés au commerce entre la Réunion et Madagascar ne soient employés à aucune opération illicite.

Recevez, &c.
(Signé) MOUSTIER.

MADAGASCAR.

No. 56.

Consul Pakenham to Lord Stanley.—(Received February 18, 1867.)

My Lord, *Tamatave, November* 22, 1866.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 26th of September, covering a copy of the *note verbale* from the French Government, in reply to the statements contained in my despatches of the 5th and 17th of January last.

The denial in that note of the facts alleged in my despatches above-mentioned renders it incumbent on me to submit the following observations with a view to show that the erroneous information is not on the side of Her Majesty's Government.

I was induced to address the Governor of Réunion, on the 30th of December, 1865, in consequence of the report I had received from his Excellency the Governor of the Mauritius, respecting certain alleged slave dealings carried on by French subjects, in French vessels, between the Islands of Madagascar and Réunion.

Had Captain Dupré then followed the course suggested in my letter to him, and instituted an inquiry into the facts reported, the inevitable issue must have been either to establish or disprove their accuracy. But, instead of so doing, he never even acknowledged the receipt of my letter, nor, am I aware, took any serious steps in the matter.

On the receipt at St. Denis of Governor Barkley's Report, both Captain Johnston, Acting British Consul, and myself took considerable trouble in making inquiries on the subject, and the result fully confirmed the truth of the communications made to his Excellency. I am, therefore, unable to admit that information derived from separate and independent sources on the same subject, by three different parties, and coinciding in every respect, can have been erroneous; the more so as it appears to be supported by circumstantial evidence of a most conclusive character. Nor are there any grounds for assuming that the Chiefs on that part of the coast of Madagascar, whence the natives are said to have been carried off, would have complained to the Hova Government, and they to their own Consul at the Mauritius and myself, unless the outrage complained of had been really perpetrated.

If, then, the Malagasy labourers introduced into Réunion, mostly taken from the free portion of the population of Madagascar, on the one hand, are embarked without the sanction of the Hova authorities, and on this account are liable to severe punishment when they return to Madagascar; and, on the other, if they remain in Réunion, are compelled, as stated in the *note verbale*, to enter into an engagement, usually, I believe, of ten years' duration, it cannot be denied that one of the immediate consequences of such a system is to reduce men from a state of comparative freedom in their own country to one of positive servitude in another.

I had the honour of transmitting, on the 12th September, for your Lordship's information, the report of the master of the British barque "Aurora," O.N. 31,703, respecting the case of a Malagasy who had swum off to that vessel in the roadstead of St. Pauls (Réunion), and implored a passage back to Tamatave, whence he had been carried off some years previously, by the captain of a French ship; from which it would appear certain, not only that labourers for Réunion are drawn from other parts than merely the southern coast of Madagascar, but that the vigilance of the Réunion authorities is sometimes eluded, and the measures adopted ineffectual in preventing abuses as regards their recruitment and introduction.

And I beg now to transmit further documentary evidence touching this matter; most respectfully leaving it with your Lordship to decide whether any reasonable doubt can be

entertained as to the accuracy of the statements made in my despatches of the 5th and 17th of January last.

I have, &c.
(Signed) T. C. PAKENHAM.

Inclosure 1 in No. 56.

Mr. Wilkinson to Consul Pakenham.

Dear Sir, *Tamatave, June* 2, 1866.

I CONSIDER it may duty to let you know that in my opinion the "Messager de Nossibé" is doing a nice little bit of slave-trading. Slaves or Malagasy have been taken from Mahanoro to Réunion.

Yours, &c.
(Signed) TH. WILKINSON.

Inclosure 2 in No. 56.

Deposition of Frank Marshall.

ON Monday the 27th day of August, 1866, personally appeared before me, Frank Marshall, late of Natal, Cape Colony, at present residing at Tamatave, where he keeps a public-house, a British subject.

The said Frank Marshall on being questioned by me as to his knowledge of, and participation in, certain attempts recently made clandestinely to ship Malagasy on board the French schooner "Messager de Nossibé," when that vessel was at anchor at Tamatave in May last, answered—that he had been offered a bribe in money to assist in carrying off a number of Malagasy at night to the "Messager de Nossibé," but had refused to do so.

(Signed) T. C. PAKENHAM,
Her Britannic Majesty's Consul for Madagascar.

Inclosure 3 in No. 56.

Mr. Plant to Consul Pakenham.

Sir, *Tamatave, November* 16, 1866.

IN reply to your note of this morning's date requesting me to furnish you with particulars repecting a late attempt made to ship Malagasy to Bourbon. I beg to state that on or about the 27th of May last I received information from one of the native police officers of this port, that on the previous evening about 15 Malagasy lads were discovered concealed in a small boat lying alongside the beach, and as the officers neared the boat the lads run out and the boat pulled out to sea and escaped. On being asked by the police officers my advice in regard to preventive measures for the future, I told them to have the coast carefully watched at night.

I beg to remind you that I fully reported these circumstances to you on your arrival at Tamatave in June last, and I beg to add that the vessels in the harbour of Tamatave when the attempt was made were as follows:—

"King Radama," British; "Jessie Byrne," British; "Asia," British; "Aurore," British; "Messager de Nossibé," French.

I have, &c.
(Signed) FRANCIS PLANT.

Inclosure 4 in No. 56.

Deposition of Charles de Lainé, the Son, a British subject, residing and carrying on Trade at Tamatave, Madagascar.

AU mois de Décembre dernier, 1865, je me suis embarqué comme passager à bord du navire Français "l'Etienne et Laurence," Capitaine Massé, à Mahanoro au sud de Tamatave,

pour me rendre à la Réunion. Le jour de notre départ, le 13 Décembre, j'ai su que sept Malgaches avaient été embarqués clandestinement la nuit précédente. A notre arrivée à St. Denis de la Réunion, après une traversée d'environ huit jours, six de ces mêmes Malgaches ont été débarqués à St. Denis ; le septième est mort en vue de terre.

(Signé) CH. DE LAINE, FILS.

The foregoing deposition in French, the only language which the deponent, a Creole of the Mauritius, understands, after having been read over to him was sworn to and signed at Her Britannic Majesty's Consulate, Tamatave, this 16th day of November, 1866.

Before me, &c.

(Signed) T. C. PAKENHAM,

Her Britannic Majesty's Consul for Madagascar.

Inclosure 5 in No. 56.

Memorandum.

ON Saturday the 17th day of November, 1866, the French barque "C. J.," Captain Jotorat, of Nantes, from Réunion, anchored at Tamatave, when two Magalasy who, in order to escape from that Colony, had concealed themselves on board, and were only discovered after the "C. J." had put to sea, were landed and handed over to the Hova authorities.

(Signed) T. C. PAKENHAM,

Her Britannic Majesty's Consul for Madagascar.

No. 57.

Consul Pakenham to Lord Stanley.—(*Received June* 19.)

My Lord, *Tamatave, April* 12, 1867.

I HAVE the honour herewith to transmit, for your Lordship's information, an extract from the "Mauritius Commercial Gazette," showing the nature of the traffic in which the French schooner "Messager de Nossibé," belonging to Réunion, has been lately engaged; and I may here mention that this is the vessel alluded to in the inclosure, in my despatch of the 22nd November, 1866, as the one on which an attempt was made to ship Malagasy at Tamatave during the early part of last year.

I beg further to submit, for your Lordship's consideration, that the "passenger trade," in which the "Messager de Nossibé" has been employed, is exactly the same as that reported in my despatches of the 5th and 17th of January, 1866, as carried on by French vessels; and that the objections which I then pointed out in regard to operations which the Governor of Réunion, when called upon for explanations by the French Government, represented as perfectly legitimate, must since have been fully admitted to exist by M. Dupré himself, as he has considered it necessary to prohibit the continuance of such traffic.

I therefore venture to hope that your Lordship will now view that Her Majesty's Government have been in possession of more accurate information in regard to occurrences which have taken place in Réunion than the French Government itself.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure in No. 57.

Extract from the Mauritius "Commercial Gazette" of February 8, 1867.

Réunion Correspondence.

St. Denis February 5, 1867.

THE "Messager de Nossibé," arrived from Nossibé with 28 Kaffirs* as passengers, but as the captain made the mistake in going into St. Mary's for water during the time a French frigate was lying there, a report was sent by the commander of the frigate to

* The term "Kaffir" in Réunion is exclusively applied to natives of the mainland of Africa.

Réunion, treating the "Messager de Nossibé" as a slaver, and the owners of the vessel have to thank the Governor of Réunion for not having their ship seized. It appears, however, that the Governor has convoked the principal merchants engaged in the passenger trade from Madagascar, reminding them that there must be a stop put to their proceedings, and that he will take cognizance of any further introduction of "passengers" in future by their respective vessels.

PORTUGAL.

No. 58.

Lord Stanley to Sir A. Page .

Sir, *Foreign Office, January* 8, 1867.

I TRANSMIT to you herewith lists of Her Majesty's ships furnished with warrants for the suppression of the Slave Trade, specifying the number of their guns, the names and ranks of their commanding officers, and the stations on which they are employed, and I have to desire that, in conformity with the stipulations contained in the second paragraph of Article III of the Treaty between this country and Portugal for the suppression of the Slave Trade, you will communicate copies of these lists to the Portuguese Government.

I am, &c.
(Signed) STANLEY.

Inclosure in No. 58.

RETURN of Her Majesty's Ships employed in the Suppression of the Slave Trade.

Station.	Ship's Name.	No. of Guns.	Name and Rank of Commanding Officer.
Coast of Africa	Bristol	31	Captain L. E. H. Somerset.
	Espoir	5	Commander M. S. L. Peile.
	Pandora	5	Commander E. Stubbs.
	Snipe	5	Commander H. A. Trollope.
	Speedwell	5	Commander J. E. Erskine.
	Jaseur	5	Commander J. H. Grubbe.
	Greyhound . ..	5	Captain C. Stirling.
	Landrail	5	Commander H. L. A. L. Maitland.
	Torch	5	Commander G. A. Douglas.
	Dromedary . ..	2	Staff Commander J. H. Allard. (No foreign warrant).
	Mullet	5	Commander C. A. P. V. Robinson.
	Griffon	5	Commander D. G. Davidson.
	Oberon	3	Lieutenant H. Hand.
	Antelope	3	Lieutenant John Bruce.
	Ranger	5	Commander W. A. Cambier.
	Dart	5	Commander M. Lowther.
Cape of Good Hope . ..	Valorous	..	Captain C. C. Forsyth.
	Rapid	..	Captain C. T. Jago.
	Petrel	..	Commander W. E. Gordon.
North America and West Indies	Duncan	81	Captain R. Gibson.
	Constance	35	Captain E. K. Barnard.
	Cadmus	21	Captain A. C. Gordon.
	Sphynx	6	Captain R. V. Hamilton.
	Niger	13	Captain J. M. Bruce.
	Cordelia	11	Commander T. A. De Wahl.
	Gannet	3	Commander W. Chimmo.
	Steady	5	Commander T. T. Bullock.
	Nimble	5	Commander A. J. Chatfield.
	Aboukir	86	Commodore Sir F. L. Mc Clintock.
	Aurora	35	Captain A. F. R. De Horsey.
	Wolverine . ..	21	Captain Thos. Cochran.
	Doris	24	Captain C. Vesey.
	Fawn	17	Commander B. S. de R. Hall.
	Royalist	11	Commander H. E. G. Earle.
	Barracouta . ..	6	Commander G. D. Bevan.

Station.	Ship's Name.	No. of Guns.	Name and Rank of Commanding Officer.
North America and West Indies—*continued.*	Minstrel	2	Lieutenant M. B. Medlycott.
	Cherub	2	Lieutenant S. R. Huntley.
	Heron	2	Lieutenant W. Howorth.
	Britomart	2	Lieutenant A. H. Alington
	Favorite	10	Captain F. H. Shortt.
	Jason	17	Captain C. M. Aynsley.
	Nettle	2	Lieutenant C. Jenkins.
	Cygnet	5	Commander Hon. H. W. Chetwynd.
	Delight	2	Lieutenant T. H. Larcom.
South-east Coast of America ..	Narcissus	35	Captain J. C. Wilson.
	Sharpshooter ..	6	Lieutenant B. W. Bax.
	Triton	3	Lieutenant R. H. Napier.
	Gleaner	2	Lieutenant C. F. Hill.
	Doterel	2	Lieutenant R. H. Thompson.
	Spider	2	Lieutenant J. B. Michell.
	Spiteful	6	Commander A. D. W. Fletcher.
	Linnet	2	Lieutenant A. Salwey.
East Indies	Octavia	35	Captain C. F. Hillyar.
	Highflyer	21	Captain T. M. S. Pasley.
	Wasp	13	Captain N. B. Bedingfeld.
	Pantaloon	11	Commander G. L. Sulivan.
	Lyra	7	Commander R. A. Parr.
	Vigilant	4	Commander R. A. O. Brown.
	Penguin	5	Lieutenant E. St. J. Garforth.
	Star	4	Commander R. Bradshaw.

Admiralty, January 2, 1867.

No. 59.

Sir A. Paget to Lord Stanley.—(Received January 9.)

My Lord, *Lisbon, December* 31, 1866.

WITH reference to your Lordship's despatch of the 30th of November last, I have the honour to inclose a translation by Mr. Duff of a note dated the 26th instant, which I have received from M. Cazal Ribeiro, in reply to the one I had addressed to his Excellency on the 17th of the same month, forwarding an extract from the annual Report of the British Commissioner in the Mixed Commission Court at the Cape of Good Hope.

In his note to me, M. Cazal Ribeiro expresses the satisfaction of the Portuguese Government at seeing that the exertions of their authorities on the East Coast of Africa are justly appreciated.

I have, &c.
(Signed) A. PAGET.

Inclosure in No. 59.

Senhor Ribeiro to Sir A. Paget.

(Translation.)

Most Illustrious and Excellent Sir, *Foreign Department, Lisbon, December* 26, 1866.

I HAVE to acknowledge the receipt of your Excellency's note, dated the 17th instant, and also of the extract inclosed therein from the Annual Report of the British Commissioner in the Mixed Commission Court at the Cape of Good Hope, with respect to the Slave Trade on the East Coast of Africa.

While thanking your Excellency for having communicated to me this information, which I will bring under the knowledge of the Minister of Marine, it is my duty to state to your Excellency that His Majesty's Government was very much pleased to learn that the endeavours used by the Portuguese authorities in that part of Africa for the suppression of that inhuman Traffic are held in just esteem.

I avail, &c.
(Signed) CAZAL RIBEIRO.

No. 60.

Sir A. Paget to Lord Stanley.—(Received February 4.)

My Lord, *Lisbon, January 26, 1867.*

I HAVE the honour to inform your Lordship that, in compliance with the instructions contained in your Lordship's despatch of the 8th instant, I forwarded on the 19th of this month to the Portuguese Minister of Foreign Affairs a list of Her Majesty's ships engaged in the suppression of the Slave Trade.

I have, &c.
(Signed) A. PAGET.

No. 61.

Sir A. Paget to Lord Stanley.—(Received January)

(Extract.) *Lisbon, January 25, 1867.*

ON the 21st a Bill presented to the Chamber of Peers by the Marquis of Sá da Bandeira for the abolition of slavery in the Portuguese Possessions, was referred to a Committee of the House. The Marquis of Sá da Bandeira has for many years been a constant and energetic advocate of this measure. A Government Commission has now been nominated to consider by what means the abolition of slavery may be most speedily effected.

No. 62.

Lord Stanley to Sir A. Paget.

Sir, *Foreign Office, February 5, 1867.*

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioner at Loanda,* containing some observations respecting a slave vessel which is expected to ship a cargo of slaves from the neighbourhood of Ambrizette on the African coast, and is, it is stated, to be commanded by the notorious slave captain Quirino José Pinheiro, who left the Island of Brava in the Portuguese fore-and-aft schooner "Santo Antonio."

You will perceive that Mr. Vredenburg states that a Senhor Leivas, of Lisbon, is now the only person in Europe who is believed to be systematically engaged in dispatching vessels to the Southern Coast of Africa to be engaged in the Slave Trade, and as this is not the first time that Senhor Leivas' name has been reported to Her Majesty's Government as being mixed up in slave-trading transactions, I have to desire that you will cause inquiries to be made, and report to me any information you may be able to procure respecting this individual; and should you deem it advisable to do so, you will communicate to the Portuguese Government the substance of Mr. Vredenburg's Report respecting Senhor Leivas.

I am, &c.
(Signed) STANLEY.

No. 63.

Lord Stanley to Sir A. Paget.

Sir, *Foreign Office, February 27, 1867.*

WITH reference to my despatch of the 5th instant, instructing you to cause inquiries to be made respecting a Senhor Leivas, of Lisbon, who was stated to be still systematically engaged in the African Slave Trade, I now inclose a copy of a despatch from Her Majesty's Commissioner at Loanda,† reporting that Senhor Leivas being convinced of the futility of attempting to retrieve his heavy losses by slave-trading operations has determined finally to relinquish the Traffic.

I shall be glad to learn that the result of the inquiries which you will have instituted confirms the satisfactory Report received from Mr. Vredenburg.

I am, &c.
(Signed) STANLEY.

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* Class A, No. 27. † Ibid., No. 29.

No. 64.

Lord Stanley to Sir A. Paget.

Sir, *Foreign Office, February* 28, 1867.

I TRANSMIT to you, herewith, copy of a despatch from Her Majesty's Commissioner at Loanda,* reporting what passed at a conversation which he had with the Governor General of Angola upon the subject of the Slave Trade, and the introduction of slaves under the designation of "libertos," into the Island of San Thomé and Principe.

You will see also from the letter addressed by Her Majesty's Commissioner to the Governor-General, of which a copy accompanies Mr. Vredenburg's despatch, that he thought it necessary to call his Excellency's attention to the Trade in Slaves which is stated to be systematically carried on from the neighbourhood of the River Cama to the Islands of Principe and San Thomé, and I have to instruct you to take an opportunity of bringing this subject to the notice of the Portuguese Government, and of pointing out that it would scarcely seem possible that the traffic above referred to should exist without the knowledge of the Portuguese authorities.

I am, &c.
(Signed) STANLEY.

No. 65.

Lord Stanley to Sir A. Paget.

Sir, *Foreign Office, April* 4, 1867.

I TRANSMIT to you herewith copies of two despatches relating to Slave Trade matters which I have received from Her Majesty's Commissioner at Loanda.†

You will perceive from Mr. Vredenburg's Reports, that on the occasion of the arrival at Loanda of the Portuguese schooner "St. Antonio," a vessel strongly suspected of being destined for employment in the Slave Trade, and on board of which the notorious slave captain, Quirino José Pinheiro, was a passenger, the Captain-General immediately adopted measures which it is to be hoped will effectually defeat any designs of the slave-traders for employing this vessel in Slave Traffic; and it will be seen also that in consequence of orders from the Captain-General, the practice of transporting slaves from Loanda to the Island of San Thomé, under the pretence of their being libertos, has been suspended.

I have to instruct you to take an opportunity of expressing to the Portuguese Government the gratification with which Her Majesty's Government have learnt the conduct of the Captain-General of Angola in these matters.

I am, &c.
(Signed) STANLEY.

No. 66.

Sir A. Paget to Lord Stanley.—(Received April 5.)

My Lord, *Lisbon, March* 29, 1867.

IN reply to your Lordship's despatches of the 5th and 27th of February last, I have the honour to report that I have been unable to obtain any information respecting a certain Senhor Leivas, who was formerly stated by Mr. Commissioner Vredenburg to be still engaged in the Slave Trade.

I have, &c.
(Signed) A. PAGET.

No. 67.

Lord Stanley to Mr. Harriss.

Sir, *Foreign Office, August* 30, 1867.

I INCLOSE herewith a copy of a letter from Commodore Hornby which I have received from the Admiralty‡ reporting the capture by a French cruizer of a canoe carrying slaves from Cape Lopez to St. Thomas's Island.

* Class A, No. 28. † Ibid., Nos. 30 and 31. ‡ Ibid., No. 68.

Her Majesty's Government are aware that a small traffic in slaves has long been carried on by means of canoes between the African Coast and the Portuguese Islands of San Thomé and Principé which it is almost impossible for British cruizers to prevent owing to the nature of the craft engaged in it.

It is probable, now that the traffic in "libertos" from Loanda has been abandoned, that the Slave Trade will be more actively carried on by means of these canoes, and I have, therefore, to instruct you to call the attention of the Portuguese Government to this matter.

I am, &c.
(Signed) STANLEY.

No. 68.

Lord Stanley to Mr. Harriss.

Sir, *Foreign Office, September 7,* 1867.

WITH reference to Sir A. Paget's despatch of the 12th of December last, and to former correspondence on the subject of the request made by the Portuguese Government for the removal from Loanda of Mr. Vredenburg, Her Majesty's Consul and Commissioner in the Mixed Commission Court, established at that place for the suppression of the Slave Trade, I transmit to you, for your information, copies of a letter, and of its inclosures, which I have received from Mr. Vredenburg,* describing the nature of the relations which have subsisted between him and the late Governor-General of Angola and the subordinate Portuguese authorities.

I have to instruct you to communicate the substance of the above letters to the Portuguese Government.

I am, &c.
(Signed) STANLEY.

No. 69.

Mr. Harriss to Lord Stanley.—(Received September 22.)

My Lord, *Lisbon, September* 11, 1867.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th ultimo, and to transmit herewith a copy of the note which I yesterday addressed, according to your Lordship's instructions, to the Portuguese Minister for Foreign Affairs, calling his Excellency's attention to the probability of increased activity in the Slave Trade Traffic in canoes between the West African Coast and the Portuguese Islands of San Thomé and Principé.

I have, &c.
(Signed) J. P. HARRISS.

Inclosure in No. 69.

Mr. Harriss to Senhor Ribeiro.

M. le Ministre, *Lisbon, September* 10, 1867.

I HAVE the honour to state to your Excellency that Lord Stanley has received information from the Admiralty that Rear-Admiral Vicomte Fleuriot de Langle, commanding the French squadron on the West Coast of Africa, has communicated to Commodore Hornby, commanding the British naval forces on that coast, the fact that a few weeks ago one of the cruizers under his orders captured, a little to the northward of Cape Lopez, a large canoe with 34 slaves on board, which were being conveyed from that part of the coast to the Portuguese Island of St. Thomas. The crew of the canoe, about seven in number, were coloured men, all speaking Portuguese.

Her Majesty's Government are aware that a small Traffic in Slaves has long been carried on by means of canoes between the African coast and Portuguese Islands of San Thomé and Principé, which it is almost impossible for British cruizers to prevent, owing to the nature of the craft engaged in it.

* Class A, No. 37.

Her Majesty's Government are disposed to be of opinion that it is probable now that the traffic in "libertos" from Loanda has been abandoned, that the Slave Trade will be more actively carried on by means of these canoes.

I have accordingly been instructed by Lord Stanley to call your Excellency's attention to this matter, for Her Majesty's Government do not doubt that His Most Faithful Majesty's Government will exercise the same vigour in this matter as that which it has so successfully exercised in destroying other branches of the Slave Trade Traffic.

I avail, &c.
(Signed) J. P. HARRISS.

No. 70.

Mr. Harriss to Lord Stanley.—(*Received September* 22.)

My Lord, *Lisbon, September* 12, 1867.

WITH reference to your Lordship's despatch of the 7th instant, I have the honour to transmit herewith a copy of the note which I have to-day addressed to the Portuguese Minister for Foreign Affairs, in accordance with your Lordship's instruction to communicate to His Most Faithful Majesty's Government the substance of the counter statement which Her Majesty's Consul at Loanda has made by way of self-justification in reply to the charges on which the Portuguese Government based a request for his removal from Loanda.

I have, &c.
(Signed) J. P. HARRISS.

Inclosure in No. 70.

Mr. Harriss to Senhor Ribeiro.

M. le Ministre, *Lisbon, September* 12, 1867.

I HAVE the honour to communicate, by instructions of Lord Stanley to your Excellency, certain counter-statements which Her Britannic Majesty's Consul at Loanda has deemed it necessary to make with reference to a request which has been made by His Most Faithful Majesty's Government for his removal from the district of Angola.

Your Excellency will doubtless recall without difficulty the general tenor of the correspondence in which that request is contained, and I therefore beg your permission to abstain from a tedious and unnecessary reference to it.

Mr. Vrebenburg appears to have only become aware of the tenor of that correspondence on his return to Europe, and as he has considered it desirable to forward to Lord Stanley a copy of a letter which on his departure from Loanda he had had the honour to receive from the Governor-General of Angola, and of which the uncopied original had remained at Loanda, some unprejudicial delay has consequently occurred in the presentation of his counter-statements.

The principal grounds on which His Most Faithful Majesty appeared to base their request were that Mr. Vredenburg was acrimonious, and that he was always on bad terms with their authorities. As, however, Mr. Vredenburg had flattered himself that he had not only acted fully up to his determination of calling the attention of Her Majesty's Government to cases in which the Portuguese authorities acted in good faith, and to such of their proceedings as were deserving of approbation, but that he had sought out every occasion to report thus favourably in these respects, he states that he was not a little surprised to read the correspondence published in the English Blue Book.

Mr. Vredenburg adds that his public relations with Senhor Andrade, the predecessor of the present Governor-General, were always of the most amicable description, and that he lost no opportunity of acknowledging and bearing testimony to the praiseworthy efforts which Senhor Andrade made to suppress the Slave Trade, and he refers to the whole of his correspondence as evidence of these facts. Mr. Vredenburg further states that the private relations between Senhor Andrade and himself were of the most friendly and intimate nature.

With respect to Mr. Vredenburg's relations with the present Governor-General, he produces a copy of the letter to which I have previously referred, and from which I beg to quote the following paragraphs:—

"It is fit that I should make known to you the pain that I feel that a functionary

of Her Britannic Majesty's Government should absent himself from this Province, with whom such excellent ('bella') harmony has existed during the period of my Government, and who has constantly given me proof of his gentlemanlike conduct ('cavalheirismo') and delicacy.

"For my part, I congratulate myself that, officially and privately, the best relations have always existed between the Representative of the British Government in this Province and the Governor-General of Angola, it remaining for me to thank you for the extreme delicacy and deference with which you always treated me, and to ask you to consider me among those gentlemen who esteem and respect you."

Your Excellency will, I am glad to think, be able to admit that this extract from the despatch of the Governor-General is of a most satisfactory nature, and that its testimony in Mr. Vredenburg's favour is a reply of much importance to any charges which may have been brought against him to the effect that he was acrimonious, and that he was on bad terms with the Colonial authorities. Indeed, this despatch appeared to Her Majesty's Consul to be of so complimentary and flattering a nature that he abstained for that reason from at once sending a copy of it to Lord Stanley, but his perusal of the correspondence in the Blue Book has now induced him to produce it in self-justification.

Your Excellency will readily understand that under these circumstances Her Majesty's Consul has not failed to point out to Her Majesty's Government what he feels to be the injustice of the charges which have been brought against him.

I avail, &c.
(Signed) J. P. HARRISS.

No. 71.

Mr. Harriss to Lord Stanley.—(Received September 22.)

My Lord, *Lisbon, September* 13, 1867.

WITH reference to my despatch of the 11th instant, I have the honour to transmit herewith a translation of the reply which I have received from the Portuguese Minister for Foreign Affairs to the note which I had, by your Lordship's instruction, addressed to his Excellency, calling his attention to the capture by a French cruizer of a canoe with a cargo of slaves near Cape Lopez on the West African Coast.

Your Lordship will perceive that M. Cazal Ribeiro takes advantage of the represenation respecting this incident to refer to the increased means of repression of the Slave Trade which would be at the command of the Portuguese Government if the district within which Cape Lopez is situated were to be acknowledged as part of the Portuguese dominions.

I have, &c.
(Signed) J. P. HARRISS.

Inclosure in No. 71.

Senhor Ribeiro to Mr. Harriss.

(Translation.) *Foreign Department, Lisbon, September* 12, 1867.

I HAD the honour to receive the note which you were pleased to address to me on the 10th instant acquainting me that Lord Stanley had been informed of the capture, which took place a little to the north of the Cape Lopo Gonçalves, of a large canoe with thirty-four slaves on board bound to the Island of San Thomé.

I am going to communicate to the Minister of Marine the contents of that note for the proper purpose, His Majesty's Government having seen with great satisfaction the very just opinion which is expressed in the latter part of that note respecting the result of the measures adopted by that Government for the purpose of suppressing altogether the odious Traffic in Slaves.

It is my duty on this occasion to observe to you that inasmuch as that cape lies beyond the limits at present occupied by Portugal, because it is situated at 0° 36′ of south latitude, the Portuguese authorities cannot exercise there that control which they so usefully exercise where they are constituted.

This is another proof, among many others, of the great utility there would be for the cause of humanity if the Portuguese occupation on the West Coast of Africa were to attain its natural limits and were extended to all the territories to which the Crown of

Portugal possesses an unquestionable right. This would be the most effectual of all measures for the purpose of completing the extinction of the Traffic, as it has very often been stated on the part of the Portuguese Government to that of Her Britannic Majesty.

I avail, &c.

(Signed) CAZAL RIBEIRO.

No. 72.

Mr. Lytton to Lord Stanley.—(Received September 26.)

My Lord, *Lisbon, September 19, 1867.*

WITH reference to Mr. Harriss' despatch of the 13th instant, and more especially to the note from M. Cazal Ribeiro, of which a translation was inclosed in that despatch, relative to the capture, near Cape Lopez, of a canoe with a cargo of slaves, I have the honour to inclose herewith translation (by Mr. Duff) of a further communication addressed upon this subject by M. Cazal Ribeiro to Mr. Harriss, explanatory of a passage in his Excellency's note of the 12th instant respecting the limits of Portuguese jurisdiction on the West Coast of Africa.

I have, &c.

(Signed) RT. LYTTON.

Inclosure in No. 72.

Senhor Ribeiro to Mr. Harriss.

(Translation.) *Lisbon, September 13, 1867.*

I HAVE received the note which you were pleased to address to me this day, wherein, while acknowledging the receipt of that which I had forwarded to you on the 12th instant concerning the communication made to me by you on the 10th relative to the capture of a large canoe with slaves bound to the Island of San Thomé, you state that you will not fail to transmit a copy of my note to your Government and to call the attention of Lord Stanley to the reference contained therein as to the effectual means for the repression of the Slave Trade which would, in my opinion, be at the disposal of the Portuguese Government if the district in which Cape Lopo Gonçalves is situated were recognized as part of the Portuguese dominions.

With reference to the words of which you make use in your note of to-day, I beg leave to observe that there appears to be some misconception in the interpretation given by you to a part of my above-mentioned note of the 12th instant, because when I expressed the opinion that it would be highly expedient, for a more effectual repression of the Slave Trade, that the Portuguese occupation on the West Coast of Africa should attain its natural limits and should extend to all the territories to which the Crown of Portugal possesses an indisputable right, I neither stated nor wished to mean that the Cape Lopo Gonçalves, which is situated at 0° 36′ south latitude, was included within those limits.

While thus ratifying the ideas which I expressed to you in my note of the 12th instant, I avail, &c.

(Signed) CAZAL RIBEIRO.

No. 73.

Lord Stanley to Mr. Lytton.

Sir, *Foreign Office, November 29, 1867.*

I TRANSMIT for your information, and for communication to the Portuguese Government, the accompanying extract from his annual Report upon the Slave Trade, which I have received from Mr. Hewett, Her Majesty's Acting Commissioner at Loanda;* and I have to instruct you to call the attention of the Portuguese Minister to Mr. Hewett's statement, that negroes still continue to be introduced, though not to so great an extent as formerly, into the Portuguese islands of San Thomé and Principé either under the name

* Class A, Inclosure in No. 38.

of "libertos" from Loanda, or as slaves from the mainland opposite the islands in question.

I am, &c.
(Signed) STANLEY.

No. 74.

Lord Stanley to Mr. Lytton.

Sir, *Foreign Office, November* 29, 1867.

I TRANSMIT for your information, the accompanying extract of a despatch from Her Majesty's Commissioner at the Cape of Good Hope,* reporting what passed at a conversation which he had with the new Governor-General of the Portuguese Settlements on the East Coast of Africa, who has recently been staying at Cape Town on his way to Mozambique; and I have to instruct you to take an opportunity of making known to the Portuguese Government the satisfaction with which Her Majesty's Government have learnt the views of his Excellency Senhor Correia de Lacerda as expressed to Mr. Layard with regard to the suppression of the Slave Traffic, and the encouragement of legitimate trade, and agricultural pursuits.

I am, &c.
(Signed) STANLEY.

No. 75.

Mr. Lytton to Lord Stanley.—(Received December 10.)

My Lord, *Lisbon, December* 5, 1867.

I HAVE the honour to inform your Lordship that, in compliance with the instructions contained in your Lordship's despatch of the 29th ultimo of this series, I have transmitted to the Portuguese Government, copy of an extract from the annual Report upon the Slave Trade from Her Majesty's Acting Commissioner at Loanda; and, in so doing, I did not fail to call the attention of the Portuguese Government, to the importation which is still carried on, into the Islands of San Thomé and Principé, of negroes, either under the name of libertos from Angola, or as slaves from the mainland opposite the above-mentioned islands.

I have, &c.
(Signed) RT. LYTTON.

No. 76.

Mr. Lytton to Lord Stanley.—(Received December 10.)

My Lord, *Lisbon, December* 5, 1867.

IN compliance with the instructions contained in your Lordship's despatch of the 29th ultimo, I have the honour to inform your Lordship that I have transmitted to the Portuguese Government a copy of the extract from Her Majesty's Commissioner at Cape Town with reference to a conversation which he had with the new Governor-General of the Portuguese Settlements on the East Coast of Africa on the subject of the suppression of the Slave Trade, and the encouragement of legitimate trade and agricultural pursuits.

I have, &c.
(Signed) RT. LYTTON.

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* Class A, No. 23.

SPAIN.

No. 77.

Lord Stanley to Sir J. Crampton.

Sir, *Foreign Office, January* 18, 1867.

I TRANSMIT to you herewith Lists of Her Majesty's ships furnished with Warrants for the suppression of the Slave Trade,* specifying the number of their guns, the names and ranks of their commanding officers, and the stations on which they are employed; and I have to desire that, in conformity with the stipulations contained in the second paragraph of Article III of the Treaty between this country and Spain for the suppression of the Slave Trade, you will communicate copies of these Lists to the Spanish Government.

I am, &c.

(Signed) STANLEY.

No. 78.

Sir J. Crampton to Lord Stanley.—(*Received May* 10.)

My Lord, *Madrid, May* 6, 1867.

WITH reference to my despatches of the 29th of November and 4th of December, 1866, I have the honour herewith to transmit, for your Lordship's information, translation of a note which I have received from General Calonge, bearing upon the case of the brigantine captured by Her Majesty's ship "Espoir," and supposed to have been fitted out for the Slave Trade at Cadiz.

General Calonge states that the Minister of Marine has duly investigated this case, but has not been able to discover any traces of such a vessel as the one described by the Captain of the "Espoir" having ever been at the port of Cadiz.

I have, &c.

(Signed JOHN F. CRAMPTON.

Inclosure in No. 78.

General Calonge to Sir J. Crampton.

(Translation.)

Sir, *Palace, May* 1, 1867.

THE Minister of Marine, to whom, as I informed your Excellency in due time, I gave information of the note which you addressed to me on the 29th November last, relating to the capture by the English cruizer "Espoir" of a ship apparently Portuguese, which was suspected of having been fitted out at Cadiz for the Slave Trade, informs me that, in spite of the active proceedings taken by the Marine authorities of that Department for the purpose of discovering what might be the truth respecting the fitting out of the said ship at the said port, not even any signs have come to light which could give cause for the confirmation of the supposition of the Commander of the "Espoir;" and this is also corroborated by the fact that, at the time referred to, no Portuguese vessel on a cruize ("de cruz") came into or sailed from Cadiz.

I avail, &c.

(Signed) E. DE CALONGE.

* See Inclosure in No. 58.

No. 79.

Lord Stanley to Sir J. Crampton.

Sir, *Foreign Office, July* 6, 1867.

I TRANSMIT herewith for your information a copy of a despatch from the Acting British Judge at the Havana,* inclosing a copy of an Edict issued on the 6th ultimo by the Captain-General of Cuba, for the more effectual suppression of the Cuban Slave Trade.

I am, &c.
(Signed) STANLEY.

No. 80.

Sir J. Crampton to Lord Stanley.—(*Received July* 19.)

My Lord, *San Ildefonso, July* 12, 1867.

I HAVE the honour to inclose herewith copy and translation of a note which I have received from the Spanish Minister for Foreign Affairs, communicating to me a copy of the official "Gazette" of Madrid, in which are published the regulations for the execution of the Royal Decree of the 29th of September, 1866, for the repression and punishment of the Slave Trade, which Royal Decree became Law by the Act of the Cortes of the 17th of May last.

His Excellency also incloses another number of the same gazette, dated the 25th ultimo, in which several errors of the press (of a purely clerical nature) in the said Regulations are corrected.

With reference to the Decree of the 29th of September, 1866, I beg to refer your Lordship, for its origin, to my despatches to the Earl of Clarendon, as marked in the margin.†

A translation of it accompanied my despatch to your Lordship of the 24th of October, 1866, and the general subject is also treated of in my despatches of the 18th of July and 1st of October of the same year.

I have, however, the honour of transmitting herewith translation of the Regulations as they now stand, together with the corrections referred to by Señor Arrazola.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 1 in No. 80.

Señor Arrazola to Sir J. Crampton.

(Translation.)

Sir, *Palace, July* 4, 1867.

I HAVE the honour to inclose to your Excellency a copy of the official "Gazette" of Madrid of the 24th of June ultimo, in which is inserted the Ordinance for the execution of the Royal Decree of the 29th of December, 1866, concerning the repression and punishment of the Slave Trade, made law by that of the 17th of May of the current year; I also inclose to your Excellency another copy of the same newspaper, dated the 25th ultimo, in which various errors which have arisen in printing are corrected.

In requesting your Excellency to cause the said document to be transmitted to the Government of Her Britannic Majesty, I avail, &c.

(Signed) L. ARRAZOLA.

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* Class A, No. 12.

† February 21 and 26; March 25; April 23; and July 5, 1866: see Class B, 1866, Nos. 129, 135, 138, 142, and 153.

Inclosure 2 in No. 80.

Ministry of the Colonies.

Royal Decree.

(Translation.)

IN consideration of the reasons pointed out to me by the Minister of the Colonies, having heard the full Council of State, and in accordance with the Council of Ministers;

I hereby approve the annexed Regulations for the execution of my Decree of the 29th September, 1866, concerning the suppressing and punishment of the Slave Trade, constituted into a law by the law of May 17 of the present year.

Given at the Palace on the 18th June, 1867.

(Signed by the Royal hand.)

The Minister of the Colonies,
(Signed) CARLOS MARFORI.

Regulation, approved by Royal Decree of to-day's date, for the application of the Law concerning the Suppression and Punishment of the Slave Trade.

Cap. I.—*Of the Junta of Captures.*

Article 1. According to the dispositions of Article 28 of the Law, the Superior Civil Governors of the Islands of Cuba and Porto Rico shall proceed to the designation of the ninety proprietors who are to draw lots for the formation of the Junta.

Art. 2. The requisites for designation are:

1. To be a Spaniard of more than twenty-five years of age.
2. To be domiciled in the respective Island.
3. To hold landed property in the said Island.

Art. 3. The following persons cannot be designated:

1. Those in Holy Orders.
2. Those who may have been prosecuted as authors, accomplices, or concealers, in any of the cases provided against by Article 1 of the Law.
3. Those who may have been administratively punished, after the institution of proceedings, and for the causes treated of in the previous number.
4. Public and municipal employés.
5. Persons belonging to the active army and navy, and those who may have to do with the administration, health, and laws and regulations of the same.
6. Persons actually undergoing prosecution by law.
7. Persons sentenced to severe or correctional punishments, or their equivalents, even after having fulfilled their sentence.
8. Those who, by judicial sentence, may be subjected to the vigilance of the Authorities.
9. Persons condemned to disability by the tribunals of justice.
10. Those who may be under a judicial interdict.
11. Bankrupts, and those who may have suspended their payments, or whose property may be under intervention.
12. Persons under judicial compulsion as debtors to the funds of the State, or of the Municipalities, and declared debtors to the same.

Art. 4. The above-mentioned Authorities shall, previous to the designation of the ninety proprietors mentioned in Article 28 of the Law, form a list of persons uniting in themselves the conditions established by Article 2 of this Regulation. From amongst the persons included in that list the Superior Civil Governors shall select the ninety proprietors, who must bring forward their excuses, if any, within the term of fifteen days. Should they not do this, or if, having done so, their excuses should not be of the nature of those specified in this Regulation, they shall be enrolled, and they shall form part of the Junta when it falls to their lot.

Should the excuses brought forward turn out to be admissible, the Superior Civil Governors shall make a fresh designation, and communicate it to the interested parties, in the manner established in this Regulation, until the number shall be complete, as settled by the Law.

Art. 5. The following may be excused:

1. Persons of more than sixty years of age.
2. Persons chronically ill.
3. Persons domiciled at more than 10 leagues from the respective Capital.

Art. 6. The selected proprietors who, during the year in which the lists remain in force, may find themselves in any of the cases mentioned in Article 3, shall not be able to exercise their functions until the cessation of the cause which incapacitates them.

Art. 7. When the number of the incapacitated proprietors amounts to a third part of the whole number, the Superior Civil Governor shall proceed to the designation of a like number of proprietors, in the manner established in Article 4.

Art. 8. In the month of January of each year, the list of the ninety proprietors eligible for the formation of the Junta shall be revised, excluding those who may find themselves in any of the cases mentioned in Article 3 of this Regulation, and those who may bring forward any of the excuses enumerated in Article 5.

For the replacing of the excluded proprietors, the Superior Civil Governors shall designate others, in the manner settled by Article 4

Art. 9. During the time of revision of the lists, those of the previous year, in the condition in which they may be at the end of December, shall serve for the formation of the Junta.

Art. 10. The Junta shall be presided over by a "Ministro" or by the "Fiscal" of the respective "Audiencia," designated in each case by the Superior Civil Governor out of three persons proposed by the "Regente."

Art. 11. An official of the Secretary's Office of the Department of the Superior Civil Governor, also nominated in each case by the said Superior Civil Governor, shall perform the duties of Secretary.

Art. 12. The drawing of the lots shall take place in the presence of the Superior Civil Governor and of the President of the Junta, and shall be performed by the Secretary of the same, who shall draw up the proper corresponding legal document.

It shall be done by means of balls; each one carrying the name of one of the ninety proprietors.

The Secretary shall extract the balls, and read the names, which shall be verified by the Superior Civil Governor and by the President.

Art. 13. At each extraction fifteen persons shall be drawn; of whom the first nine shall compose the Junta, and the remaining six shall act as substitutes.

Art. 14 The persons designated by lot shall be obliged to attend at all the sessions. Should any one fail to do so, he shall be liable to a fine of from 50 escudos to 200 escudos, should he not, in the opinion of the President, show just cause for his absence.

The substitutes shall, in order fixed for them at the drawing, supply the places of those members of the Junta who, on account of objection being made to them or any other cause, shall fail to attend at the sessions.

Those members or substitutes who may fail to attend at any of the sessions shall cease to form part of the Junta.

Cap. II.—*Of the Administrative Procedure.*

Art. 15. The administrative military authorities of Marine, the Judicial authorities, and the Commissioners of Ships of War, who may capture or receive information of the capture of any cargo of slaves, in the cases mentioned by Art. 26 of the Law, shall immediately proceed to place the negroes in a place of safety, and, as a measure of precaution, to imprison, separately and without communication, each one of their conductors, should they have been taken with them, and they shall at the same time give orders for the safe keeping of the vessel in which they may have been captured.

Art. 16. So soon as a capture takes place the authorities which commence the proceedings shall cause a legal document to be drawn up, authorised by a notary, and, in default thereof, by two eye-witnesses; for the substance of which document the steps taken in obedience to the previous Article shall be made use of, and in it shall succinctly be set forth:

1. The name of the said authorities and of the functionaries accompanying them.
2. The numbers and nature of the public force assisting them.
3. The number of negroes captured, giving in detail their description and distinguishing

marks, the dress worn by them, the language they speak (should it be known), and any other circumstances which may serve to determine the place from which they come, and their civilization.

4. The name, nationality, and domicile of each one of the conductors captured.

5. The place of capture.

6. All the circumstances of the capture, and particularly whether resistance was made, or attempted to be made, to the intimations of the authorities or to the public force. The document shall be signed by the authorities and functionaries accompanying them, by the Commissioner and officers of the public force, and by all the bystanders who know how to write.

Art. 17. Immediately, and also before a notary, or, in default thereof, with the testimony of eye-witnesses, the said authorities shall take separate depositions of each one of the conductors of the slave expedition who may have been captured.

The document and depositions shall be sent in original and by special courier to the Superior Civil Governor of the respective Colony.

Art. 18. The captured negroes and their conductors shall in like manner be sent to the said Superior Civil Governors in secure custody.

Art. 19. The Superior Civil Governor, as soon as he shall have received the document and record of subsequent proceedings, shall request the Regente of the Audiencia to make the necessary nomination of three individuals, in order that he may appoint the President of the Junta, and he shall designate the official of the Secretary's office of the Department of the Superior Civil Governor, who is to act as Secretary of the said Junta.

Art. 20. The nomination as President shall, on the same day and through the Regente, be communicated to the person chosen, who shall at once present himself before the Superior Civil Governor, in order to proceed to the drawing of lots for the members of the Junta, according to Art. 12 of this Regulation, and to fix the day and hour of his installation.

Art. 21. The result of the drawing of lots shall be at once communicated to the proprietors designated by the same.

At the same time they shall be informed of the day and hour of the meeting of the Junta, which shall also be announced to the public by the usual means.

Art. 22. Between the publication of the said announcements and the meeting of the Junta at least eight days shall elapse, which term can be prolonged should the time not be sufficient to allow of the arrival of the captured negroes and conductors at the capital.

Art. 23. From the time of the publication above-mentioned until the day before the meeting of the Junta the claims of ownership of the captured negroes can be presented at the Secretary's Office of the Department of the respective Superior Civil Governor.

Those claims can only be founded on the fact that the negroes are runaway slaves, or that they were being taken from one part of the Island to another, or out of the same, with the permission of the Authorities, and with all other established formalities.

With the claims shall be handed in the Tickets of Registration of each slave, the permission for their removal or transport given by the proper Authorities, and all other documents necessary to prove the condition of slavery. The Secretary's Office of the Department of the Superior Civil Governor shall, at the foot of each one of those documents, certify its validity and legitimacy.

Art. 24. When the term fixed by the previous Article shall have expired, no claim or document of any sort can be admitted.

Art. 25. On the day fixed for the meeting of the Junta, and three hours before the time of the commencement of the Sessions, the Superior Civil Governor shall hand over to the President the document relating to the capture, with the record of the steps taken and the claims presented.

Art. 26. The Sessions of the Junta shall be public. The President shall conduct the discussion, and only through him can questions be put to those who may appear before the Tribunal.

For the preservation of order he shall have all the power which for that purpose is given to the Presidents of ordinary Courts, and he shall have at his disposal such Public Force as may be considered necessary.

Art. 27. On that day, and at the hour fixed for the meeting of the Junta, the

President shall declare the Session to be open, and the Secretary shall read the nomination of the President, the document relative to the drawing of lots, mentioned in Article 12 of this Regulation, and his own nomination.

Art. 28. Immediately afterwards, the President shall proceed to receive the oaths of the Members of the Junta and of the Substitutes.

This oath must be made by each person separately, and in the following form: "I swear to take cognizance of the matter, for which I have been called, in strict conformity to the depositions in force for the suppressing and punishment of the Slave Trade."

Art. 29. The oath having been taken, the President shall invite the representatives of the parties to bring forward the grounds of objection that they may have to the Members of the Junta and the Substitutes.

The number of objections shall be limited, so that the Junta may never be composed of less than nine Members.

The right of objection shall be exercised half by those claiming the ownership of the negroes, and half by the negroes or their representatives. If the number of Members, or Substitutes objected to, be uneven, the negroes or their representatives may object to one more than those objected to by the persons claiming their ownership.

Those who may have the right of objection shall, by common consent or by majority, designate the Members or Substitutes with reference to whom they may wish to exercise it.

The Junta shall decide openly concerning the objections, after having heard the objecting party, and the President.

Art. 30. The causes for objection shall be those established by law respecting ordinary Judges.

Art. 31. The captured negroes, as well as the conductors and the persons claiming ownership, may be represented before the Junta by Lawyers.

Should the negroes not know how to speak Spanish, they shall be represented by the Senior "Promotor Fiscal" of the respective Capitals.

Art. 32. The Secretary shall at once proceed to read the documents of capture, the Record of the subsequent steps taken, and the certified documents which may have been presented, relative to claims. This having been disposed of, the Court shall proceed to examine the captured negroes, and to take the depositions of the same, of their conductors, of those who may have presented claims, and of the witnesses who may appear. The examination shall be undergone and the depositions made by each person separately, to which end all persons appearing before the Court shall be kept in custody in separate rooms within the same building in which the Junta holds its Sessions.

Only when the Junta may consider it necessary for the clearing-up of any fact can two or more deponents be examined at once.

Art. 33. The discussion shall have for sole subject the matters of fact resulting from the documents of capture, from the Record of steps taken, from the claims presented, and from the examinations and depositions of the persons appearing before the Court.

The representatives of the parties, and also the "Promotor Fiscal," shall only take part in the discussion, to beg the President to demand the explanation or proper amplification of the depositions made, and they shall, under no circumstances, make speeches for the prosecution or defence.

Art. 34. Cognizance having been taken of the matter, the President shall give a resumé of the debate, and declare it at an end.

The Junta shall at once retire to an adjoining room to deliberate, the Court Officials, the negroes, and their conductors remaining in Court.

Art. 35. The deliberation shall always take place on the same day, and shall only bear upon the facts resulting from the document of capture, the record of subsequent steps, the claims, the ocular inspection of the captured negroes, and the depositions of the parties and witnesses,

The sentence shall be decided upon by an absolute majority of votes, and its forms shall be, the Junta is of opinion that the captured negroes are free, or, the Junta is of opinion that the captured negroes are slaves belonging to Mr. ————.

When some of the captured negroes are free, and some are private property, in the sentence of the Junta, the civil condition of each one of them shall be properly and separately set forth.

Art. 36. The deliberation being finished, the President shall give information of the report of the Junta to the Superior Civil Governor, so that he may make the proper declaration, according to that which is ordered in Article 27 of the Law.

Art. 37. The Secretary shall draw up a record of each session, setting forth all incidents, and in the last one he shall insert the report of the Junta *verbatim*.

These records shall be signed by the President, the members of the Junta, and the Secretary, and shall be sent by the President to the Superior Civil Governor, who shall make the corresponding declaration, which shall be published in the official periodicals on three consecutive days, a certified copy being sent to the Government Head-Quarters by the first post.

Should the Superior Civil Governor dissent from the opinion of the Junta, he shall communicate to the Government the reasons on which he bases his declaration.

Art. 38. Should the Superior Civil Governor declare the negroes to be slaves, he shall at once order them to be handed over to their owners, and shall immediately liberate their conductors.

Art. 39. Should he declare the negroes to be free, the captured conductors, and the ship, effects, and instruments of the crime shall be placed at the disposal of the competent Judge, to whom shall be sent literal testimony of the proceedings in the capture, of the acts of the Junta, and of the subsequent declaration, so that, according to that which is ordered in Article 27 of the Law, he may institute the proper criminal suit.

The Superior Civil Governor shall also move the Promotor Fiscal of the Court, through the Fiscal of the Royal Audiencia, to whom he shall communicate the data, and give proper instructions for the better exercise of the public service.

Cap. III.—*Of the procedure of Ordinary Tribunals.*

Art. 40. The ordinary Tribunals, the only Courts which can take cognizance of the suits instituted in consequence of the administrative declaration which may have been made in the manner set forth in the previous Articles, shall limit themselves to judging the criminal responsibility of the accused parties, and shall under no circumstances pronounce opinion concerning the civil condition of the negroes, or make any declaration as to the non-existence of the crime.

Art. 41. The confiscation and sale of the ships captured can only be declared on pronouncing the final sentence condemning those implicated in the perpetration of the crime.

Art. 42. The breaking-up and sale of the vessel can, however, be previously decreed when, the liberty of the negroes having been administratively declared, the preservation of the vessel may become impossible, or her remaining in the ports may be the cause of grave prejudice.

In that case the breaking-up and sale shall be ordered by the Superior Civil Governor in view of a document setting forth the report of the proper marine authorities and of the Judge or Court taking cognizance of the suit, the latter issuing report after having heard the Ministerio Fiscal; the marine authorities shall show cause for the breaking-up and sale, and the Judge or Court shall say whether the preservation of the vessel be necessary for the institution of the proceedings or not.

The State shall indemnify the owners of the ship sold, should the final sentence not declare the confiscation.

Art. 43. The Governors and Lieutenant-Governors, as soon as they receive information of the committing of any of the acts mentioned in Article 1, and in paragraph 3, Article 4 of the Law, which may not come within the case provided against by Article 26, shall give immediate information of the fact to the respective Alcalde, Mayor, and shall proceed to take necessary steps to prove the criminal act, and the responsibility of the delinquents, taking into custody, if necessary, the persons of the same, and the living evidence of the crime ("cuerpo del delito").

Art. 44. If the living evidence consists of negro slaves ("bozales"), who may be inside a building, and if seventy-two hours shall have passed since the landing of the same, or twenty-four since their entrance into the building, the Governor or Lieutenant-Governor shall confine himself to watching the approaches to the farm; he shall give information of the case to the chief Alcalde, in order that he may proceed to the necessary investigation, and, as a preventative measure, and without entering the building, he shall take the proper steps to prove the entrance or existence of the negroes in the same.

Art. 45. The Chief Alcalde, accompanied by a notary, or by two witnesses, shall proceed without delay to examine the building, and to take the necessary steps to investigate the existence of the crime.

Art. 46. The Governors and Lieutenant-Governors shall lend the Chief Alcaldes the aid of the public force which they may have at their orders, and shall accompany them in the examination of the building. Should the owner of the same, or his representatives, refuse to allow an entrance, the Governor or Lieutenant-Governor shall, at the request of the Chief Alcalde, use force. In that case the armed force shall enter the building, and shall perform such preventive acts as may be ordered by the Chief Alcalde.

Art. 47. The negroes recognized as slaves ("bozales"), or suspected of being so, shall be placed in the power of the respective Governor or Lieutenant-Governor, who shall be answerable for their safe custody, and shall hold them at the disposal of the Chief Alcalde for the institution of the proceedings. When the suit shall pass to the Court of Appeal, they shall be conducted in safe custody and placed in the central depôt of the respective capital.

Art. 48. The Chief Alcaldes shall come to an understanding with the respective Governor or Lieutenant-Governor for the purpose of obtaining the aid of the police or of the public force. Should the urgency of the case be such that it would cause inconvenience to wait for the decision of that functionary, the Chief Alcaldes may have direct recourse to the Commissioners of the said force, to the Commissaries or members of the Police Force, to Captains or Lieutenants of Detachments, and to the District Commissaries; but they shall give immediate information of the same to the Governor or Lieutenant-Governor.

Art. 49. As soon as the Chief Alcaldes shall receive notice of any of the infringements of the law referred to in Article 43 of this Regulation, they shall go in person with the Promotor Fiscal to the place where the infringement shall have been committed, and they shall proceed with the greatest activity to the instituting of the Sumario.

Art. 50. When the Chief Alcalde shall present himself in the place where the Administrative Authorities are taking proceedings, the latter shall hand over to him the record of the steps which they may have taken, and shall show him officially all the data and information which up to that time may not have received proof.

Art. 51. When the Chief Alcaldes commence proceedings, they shall give information of the same to the Superior Civil Governor and to the Regente of the Royal Audiencia, to whom they shall also give fortnightly information of the state of the suit.

The Promotores shall have the same duties as above to perform with reference to the respective Fiscales as to the commencement of these suits, and as to all steps with which they may have to do in virtue of their office.

Art. 52. The Superior Civil Governors, the Regentes, and the Fiscales of the Royal Audiencias shall, by the first post, send to Government Head-Quarters a copy of the communications respectively made to them by the Chief Alcaldes and Promotores.

Art. 53. Should the Regentes or Fiscales gather from the communications mentioned in Article 51 that there are defects or uncalled-for delays in the progress of the suits, they shall without loss of time communicate the same to Government Head-Quarters, and this communication shall not interfere with the adoption by them of such measures as may come within the range of their respective disciplinarian and administrative faculties.

Art. 54. The Fiscales of the Royal Audiencias of Havanna and Porto Rico shall always represent the public service in the suits instituted on account of transgressions of the law, and this duty can, under no circumstances, be confided to the Deputy Fiscales, except in case of absence or illness.

Cap. IV.—*Of the Official Registration, Civil Registration, and Register-Tickets of Slaves.*

Art. 55. The General Official Registration ordered to be made in the Islands of Cuba and Porto Rico by Article 38 of the Law, shall be effected at such time as the Government may fix.

Art. 56. The Commissaries and Overseers of Police, the Captains and Lieutenants of Detachments in the Island of Cuba, and the District Commissaries in that of Porto Rico, accompanied by persons designated by the respective Governors or Lientenant-Governors, shall, simultaneously and at the time which the Government may appoint, proceed,

according to the previous Article, to form exact lists of the slaves within their jurisdiction.

Art. 57. In those lists shall be noted down, with all due distinction and clearness, the names of the persons registered, their sex, nation, age, if known, and if not, the age they look; the name of their parents, if known; their condition, the name of their wives and children, if they have them; the work they perform, their personal marks, the name, profession, and domicile of their owners; and lastly, their position of limited slavery (coartado), should it exist, and a short *resumé* of the acts and contracts relating to the civil condition of the slave, or extinguishing, transferring, or modifying in any way whatever, perpetually or temporarily, his ownership or free disposal.

Art. 58. If at the time of forming the list any claims should be pending, or should be made concerning the civil condition of any one of the negroes presented, a corresponding note shall be made, for the purpose of including him in the census, in case he should be declared to be a slave.

Should these claims be presented at the time of the formation of the Register, the Commissary or Legal Officer charged with that duty, shall at once give information to the District Judge, sending him at the same time a minute description of the negro, in order that he may be forced to take cognizance of the claim as the law directs.

Art. 59. The persons charged with forming the lists shall, separately, and in the manner prescribed in Art. 57, also take information respecting those slaves who may be fugitive on the day that the lists are made, and also respecting those who may be working out any sentence in any of the prison-establishments of the two islands.

Art. 60. The Governors of the penal establishments will cause a list to be made of the slaves who may be in their custody, setting forth in that list, besides the circumstances required by Art. 57 of this Regulation, the reason of their imprisonment, the duration of their sentence, and how much of it still remains to be worked out.

Art. 61. Only those slaves who may present themselves to the functionaries charged with the formation of the lists can be registered, and the said functionaries shall be responsible for the exactness of the personal marks which they may note down.

Art. 62. The Commissaries, Legal Officers, and the helpers accompanying them, shall sign all the lists in their jurisdiction, and the slave-owners, or their representatives, shall sign those which concern them personally.

Art. 63. When the Registration has been completed, the Commissaries and Legal Officers shall send the original lists to the Governor or Lieutenant-Governor of the district, keeping in their possession certified copies of the same.

Art. 64. The Governors or Lieutenant-Governors shall order, that in view of the said lists, there be made, in alphabetical order, two schedules of the slaves existing within their jurisdiction. In the first, the names of the slaves shall serve as the key; and in the second, the names of the owners.

These schedules shall be sent to the Superior Civil Governor ten days after the receipt of the lists in the department of the Governor or Lieutenant-Governor.

Art. 65. By means of the lists there shall be formed in every capital of district a register book of slaves. Those books, which shall be numbered and signed on every sheet by the Administrator of Revenue, shall be distributed throughout the offices of that branch of the public service, a receipt being given for them, setting forth the number of sheets which they contain. The sheets shall be divided like those of a banker's cheque-book; they shall be according to the model which the Superior Civil Governor may approve, and shall be so disposed that on one half of each sheet can be drawn up the certificate, with the number of order, corresponding to the registration of each slave, and on the remaining half can exist a duplicate of the said certificate, which may serve as a proof.

This register shall be under the charge of a public functionary, named by Royal order, and proposed by the Superior Civil Governor; the salaries to be paid to these officials shall be fixed in a separate disposition.

Art. 66. When the schedules mentioned in Art. 64 of this Regulation shall have been made, the Governors and Lieutenant-Governors shall endorse the original lists sent in by the Commissaries and Legal Officers, and shall hand them over to the Registrar, which

functionary shall place them in the archives in proper order, and shall have the keeping of them, being responsible for their preservation.

Art. 67. When the registration has been concluded, only the following individuals can be included in it, and entered in the register:—

1. Slaves born subsequently.
2. Those finding themselves in the situations provided for in Article 58 of this Regulation, whose claims may be disallowed.
3. Those finding themselves in the position provided for in Article 59, who may be apprehended.
4. Slaves coming from Porto Rico to Cuba, and *vice versâ*.
5. Those coming from another place under the jurisdiction of the same island.

The inclusion in the list and register can only take place by order of the Superior Civil Governor in the 3rd and 4th cases, and by order of the respective Governors or Lieutenant-Governors in the 1st, 2nd, and 5th cases. When the order proceeds from the Superior Civil Governor, the Registrar shall receive it through the Governor or Lieutenant-Governor of the district.

Art. 68. In order to procure inclusion in the cases mentioned in the previous Article, it shall be necessary to present, in the first case, the certificate of baptism of the infant, and a certificate of the civil condition of its parents, or at least of the mother, should the father not be known.

In the second, testimony of the final sentence declaring the state of slavery of the person to be inscribed.

In the third, proof of the identity of the slave and the titles of ownership, or testimony of the sentence, should it be a question of one released from confinement.

And in the fourth and fifth, the registration and register ticket coming from the island or other starting point, and the permission of the Administrative Authorities of the same for the removal.

Art. 69. Slave-owners, or their administrators and representatives, and those functionaries or notaries, or clerks, who, by reason of their office, may obtain knowledge of the limitation or emancipation of any slave, shall, within four days, give information of the same to the Governor or Lieutenant-Governor of the district.

The owners and the parish Priest shall, within the same space of time, give information of the deaths, marriages, and births of slaves.

The same duty shall be imposed upon the seller and purchaser of a slave, and upon the notary who authorizes the contract.

Within the same space of time owners shall give notice of the removal of slaves to the Governor or Lieutenant-Governor of the district in which they are registered, and to the Governor of the district to which they are going; this duty is also incumbent on the owners of negroes who may be removed from the Island of Porto Rico to that of Cuba, and *vice versâ*.

Owners will also, within four days, give notice to the respective Governor or Lieutenant-Governor of the escape of any of their slaves, sending them at the same time full description of the same and their register tickets. These documents shall be returned to the owners, should the slave be recaptured.

Art. 70. The Governors and Lieutenant-Governors shall at once send the notices mentioned in the previous Article to the persons in charge of the register, in order that within three days they may make the proper alterations in the same. The Registrar who shall allow that time to go by without making the proper registrations, shall incur the penalties set-forth in Article 45 of the Law.

Art. 71. Those men of colour who may not be registered or noted down in the manner ordered by the Articles from 56 to 62 of this Regulation shall be considered free men, and can never be reduced to slavery at any time or for any cause.

Art. 72. The general Registration shall be revised yearly in the first fifteen days of the month of January, on which date the lists must be rectified and ready, and the schedules of the districts sent to the Superior Civil Governor according to the dispositions of the Articles from 52* to 64 of this Regulation.

The alterations which may result from the above operation shall be compared with and proved by the alterations made in the census during the previous year, to which end

* *Sic*, query 62.

the said schedules shall be accompanied by a short and succinct account of the causes which may have occasioned the said alterations.

Art. 73. All slaves of both sexes must be provided with a register ticket, which will be obtained by the owner in the form established by the present dispositions.

Art. 74. The register tickets shall contain all the details mentioned in Article 57 of this Regulation.

Art. 75. The register tickets shall be good for one year, and must always be renewed in the month of January. Those of the previous year shall be valid for the time necessary for their removal in the said month. The Superior Civil Governors can, however, when they think fit, order the annulling of the old tickets, and the issue of new ones, which in that case shall be given gratis.

Art. 76. The register tickets shall be rural or urban. Both shall be distributed by the Governors or Lieutenant-Governors.

Art. 77. For each rural ticket 40 centimes of escudo shall be paid, and 2 escudos for each urban ticket.

Art. 78. The rural tickets are intended for slaves attached to sugar-factories, tobacco-plantations, cotton-plantations, coffee-plantations, indigo-plantations, farms, cattle-farms, breeding establishments, apiaries, and estates or places of labour, and for the persons employed on the same. Town tickets are intended for all slaves not included in the above recapitulation.

Art. 79. Tickets issued to slaves under 12 years of age, over 60, or physically incapable of work, shall be given gratis.

These circumstances shall be respectively improved by the presentation of the baptismal certificate, or of a doctor's certificate.

Art. 80. In cases in which the age of slaves cannot be proved with the certificate of baptism, instead of that document the slave himself shall be presented; the want of the baptismal certificate may in doubtful cases also be supplied by showing the writing of ownership.

Art. 81. The Register ticket is a sufficient document to allow slaves to be moved from one point to another of any of the places within the jurisdiction of the island.

Art. 82. Should slaves go out of the jurisdiction of the place where the tickets shall have been issued, the tickets shall be presented to the Governor or Lieutenant-Governor within three days, under a penalty of a fine of 50 escudos for each slave; the said official shall proceed to issue fresh tickets without loss of time.

Art. 83. For the moving of slaves from one jurisdiction to another a transit-pass shall be required, and on each ticket a note shall be made by the Commissary, or Police or the Captain of the District.

Art. 84. Each Governor or Lieutenant-Governor shall give to the Superior Civil Governor of the Island a weekly account of the slaves who may have left his jurisdiction and have passed to another, stating the jurisdiction to which they have gone, and at like intervals and separately they shall also give account of those who may have entered their jurisdiction, stating that from which they come.

Art. 85. The captains and masters of coasting steamers and sailing vessels shall not take slaves on board without the previous presentation of their tickets, under a penalty of a fine of 20 escudos for each one.

Art. 86. No writing of sale of slaves shall be drawn up without previous presentation of their tickets. The Notary transgressing this order shall incur a fine of 50 escudos for each slave.

Art. 87. The owner or slave-holder who within the time specified shall not have furnished his slaves with the register-ticket, shall incur a fine of 600 escudoes for each one.

Art. 88. The absence of the ticket shall be sufficient cause for the detention and depositing of the slave.

Art. 89. Of the detention and deposit mentioned in the previous Article, notice shal

be given to the owner should he be known, and when the latter claims the slaves, he must present the register-ticket, or justify its loss. Should the owner not be known, the detention and place of deposit shall be minutely announced by publishing an advertisement on three consecutive days in the official newspaper of the Government of the Island of Cuba, and in the private newspaper, or newspapers of the district in which the arrest may have been made. Under any circumstances the slave shall be at once set to work, and the respective municipality shall take the produce thereof as a compensation for expenses.

Art. 90. When three months shall have passed and the detained slave shall not have been claimed, fresh announcements shall be made on three consecutive days, and when three more months shall have passed and no claim shall have been made, the slave shall be declared free.

Art. 91. The payment of the duties established by Article 77 shall be made by means of stamps, which, spoiled in the usual manner, shall be stuck on the respective ticket. The Superior Civil Governor is hereby authorized to adopt, in accordance with the general direction of admonition, the necessary dispositions for the fulfilment of that which is established in the preceding sentence.

Art. 92. In the month of February yearly the Slave Register Books shall be collected and placed among the archives of the Royal Audiencia.

Art. 93. The Superior Civil Governor of each Island shall, on the day which the Government may fix, as to the present year, according to Article 55, and by the last post of the month of February in succeeding years, send a general alphabetical schedule of registered slaves, specifying their sex, condition, age, whether under twelve years of age or over sixty, and the occupations to which they are dedicated.

These schedules shall be accompanied by a Report on the effects of the registration, the difficulties in the way of its perfect and complete realization, and the means of overcoming them. There shall also be sent copies of the notes which, according to this regulation, must be sent to the Superior Civil Governors, by the Governors, and Lieutenant-Governors.

Art. 94. The Superior Civil Governors are hereby authorized to issue the necessary orders for the fulfilment of this Regulation, to resolve any doubts that may arise, and to take measures in any case not provided against; this to be done subject to the approval of the Supreme Government.

Madrid, June 18, 1867.

Approved by His Majesty.
(Signed) MARFORI.

No. 81.

Lord Stanley to Sir J. Crampton.

Sir, *Foreign Office, Julg* 31, 1867.

I TRANSMIT to you, herewith, copies of a despatch and its inclosures from the Acting British Consul-General in Cuba,* relative to the recent landing of several cargoes of slaves in that island.

I have to instruct you to communicate the substance of these papers to the Spanish Government, and, in doing so, you will state that Her Majesty's Government cannot for a moment doubt that should the reports of these landings turn out to be well founded, which at present there is every reason to believe is the case, the Government of Her Catholic Majesty, in view of the recent stringent enactments for the suppression of the Cuban Slave Trade, will have no difficulty in bringing to punishment the parties who, by their persistence in this illegal Traffic, set the laws of their country at defiance, and cause doubts to be entertained as to the loyalty and good faith of the Spanish authorities in carrying out the engagements of the Spanish Crown for the suppression of the Slave Trade.

I am, &c.
(Signed) STANLEY.

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* No. 94.

No. 82.

Sir J. Crampton to Lord Stanley.—(*Received August* 13.)

My Lord, *San Ildefonso, August* 9, 1867.

WITH reference to your Lordship's despatch of the 31st ultimo, I have the honour to transmit herewith copy of the note which, in accordance with your Lordship's instruction, I have addressed to Her Catholic Majesty's Government, embodying the details furnished by Mr. Acting Consul-General Crawford with regard to several landings of negroes, which are reported to have lately taken place in the Island of Cuba.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 82.

Sir J. Crampton to Señor Arrazola.

M. le Ministre, *San Ildefonso, August* 6, 1867.

IN accordance with instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to call the attention of Her Catholic Majesty's Government to the following facts in connection with the Slave Trade in Cuba:—

Her Majesty's Acting Consul-General having been informed that several landings of negroes had recently taken place in the island, he addressed two letters, dated respectively 14th June and 3rd July, to his Excellency the Captain-General, and requested to be furnished with any particulars which his Excellency might possess with regard to these reported landings.

About two of these landings Mr. Crawford does not appear to have any doubt, and believes they were actually effected—one of 300 negroes at La Esperanza, on the north side of the island, between Bahia Honda and Cape Antonio, and the other at El Rosario, on the south side, consisting of about 700 negroes (Congos), who, after passing through the estate Bela, were sold in lots at the plantation La Ninfa, the property of Señor Inero, the same person who was expelled from Cuba with his partner Durañona for similar practices during the time General Dulce was Captain-General.

Mr. Crawford had also been assured that a landing had been effected at Puerto del Padre, to the eastward of Nuevitas, but had been unable to obtain any particulars respecting it.

During an interview which Mr. Crawford had with General Manzano, his Excellency, while admitting that he had received similar information about the landing at La Esperanza, expressed his belief that it had not taken place, promising, at the same time, to do all in his power to put an end to the Traffic in Slaves.

In bringing these facts to the notice of Her Catholic Majesty's Government through your Excellency, I beg to state that the Government of Her Majesty cannot for a moment doubt that, should the reports of these landings turn out to be well founded, which at present there is every reason to believe is the case, the Government of Her Catholic Majesty, in view of the recent stringent enactments for the suppression of the Cuban Slave Trade, will have no difficulty in bringing to punishment the parties who, by their persistence in this illegal Traffic, set the laws of their country at defiance, and cause doubts to be entertained as to the loyalty and good faith of the Spanish authorities in carrying out the engagements of the Spanish Crown for the suppression of the Slave Trade.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 83.

Sir J. Crampton to Lord Stanley.—(*Received August* 18.)

My Lord, *San Ildefonso, August* 14, 1867.

WITH reference to my despatch of the 9th instant, containing copy of the note which, in accordance with your Lordship's instructions, I addressed to the Spanish Government upon the subject of the reported landings of negroes in Cuba, I have the honour to transmit herewith a translation of the reply of the Minister for Foreign Affairs.

Señor Arrazola states that the question has been referred to the Minister of the Colonies, and assures me that Her Catholic Majesty's Government will instruct the Captain-General of Cuba to investigate the matter, and in any case to take care that the vigorous measures lately adopted for the prohibition of the Slave Trade are duly carried into effect.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 83.

Señor Arrazola to Sir J. Crampton.

(Translation.)

Sir, *San Ildefonso, August* 9, 1867.

I HAVE received the note which you addressed to me on the 6th instant, informing me that, according to information which has reached Her Britannic Majesty's Government, it appears that several landings of negroes have lately taken place in the Island of Cuba, amongst which landings there are two, concerning which, the English Consul-General in Cuba says that he entertains not the slightest doubt, and that one of them was effected at the Esperanza, in the northern part of the island, and the other at the Rosario, in the southern part of the same.

In reply to the said note, I have the honour to inform your Excellency that I have, to-day, given notice of its contents to the Minister of the Colonies, that the necessary steps may be taken; and I can, without hesitation, assure your Excellency that Her Majesty's Government will give the proper orders to the Captain-General of the Island of Cuba, so that in any case the vigorous measures lately adopted for the prohibition of the Slave Trade may be carried into full effect.

I avail, &c.
(Signed) L. ARRAZOLA.

No. 84.

Lord Stanley to Sir J. Crampton.

Sir, *Foreign Office, August* 31, 1867.

WITH reference to your despatch of the 14th instant, I transmit to you, herewith, a copy of a despatch from the British Consul-General in Cuba,* inclosing copies of his correspondence with the Captain-General, respecting the cargoes of negroes supposed to have been lately landed on that island.

I am, &c.
(Signed) STANLEY.

No. 85.

Lord Stanley to Mr. West.

Sir, *Foreign Office, November* 6, 1867.

I TRANSMIT herewith for your information, copies of a despatch, and its inclosure, from Her Majesty's Acting Commissioner at the Havana,† containing his Report upon the Cuban Slave Trade for the year ending the 30th of September last.

I am, &c.
(Signed) STANLEY.

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* No. 95.

† Class A, No. 15.

No. 86.

Lord Stanley to Mr. West.

Sir, *Foreign Office, November* 6, 1867.

I TRANSMIT, herewith, for your information, a copy of a despatch from Mr. Crawford, Acting British Consul-General at the Havana, inclosing copies of a correspondence which has passed between the Captain-General of Cuba and himself,* relative to the landing of one or more cargoes of slaves, reported to have taken place in that island in the months of May and June last.

I think it right, in communicating these papers to you, to state that there is every reason to believe, from the advices received by Her Majesty's Government from the African coast, that a vessel did succeed in shipping a cargo of slaves from thence, in the early part of the present year, and there can be little doubt that the slaves so shipped, were landed in Cuba, for there is no other country where slaves can now be landed.

It is quite possible, however, that the cargo on arriving off the Cuban coast, was divided into two lots for the convenience of landing; and this may have given rise to the report of two disembarkations having taken place, which may have been true, although, in fact, there was only one shipment from the African coast.

I am, &c.
(Signed) STANLEY.

No. 87.

Lord Stanley to Mr. West.

Sir, *Foreign Office, November* 6, 1867.

WITH reference to my despatch to Sir J. Crampton of the 31st August last, I inclose for your information, copies of a further despatch, and its inclosure, from the Acting British Consul-General in Cuba,† relative to the reported landing of slaves in that island, in the months of May and June last.

I am, &c.
(Signed) STANLEY.

No. 88.

Lord Stanley to Mr. West.

Sir, *Foreign Office, November* 20, 1867.

I TRANSMIT to you, herewith, copies of a despatch, and its inclosures, from Her Majesty's Chargé d'Affaires at Washington, containing information relative to the movements of a large barque which is supposed to have landed a cargo of slaves in Cuba; and I have to instruct you to communicate the substance of this Report to the Spanish Government. You will, at the same time, observe to the Spanish Minister that if the account of the person who is reported to have boarded the barque is to be believed, and there appears to be no reason for disbelieving him, there can be little doubt that a landing of slaves has been effected in Cuba, and that parties are not deterred from engaging in the Cuban Slave Traffic notwithstanding the recent severe enactments of the Spanish Government for its repression.

I am, &c.
(Signed) STANLEY.

No. 89.

Mr. Walsham to Lord Stanley.—(Received November 29.)

My Lord, *Madrid, November* 26, 1867.

IN obedience to the instructions contained in your Lordship's despatch to Mr. West, of the 20th instant, I have reported to the Spanish Minister for Foreign Affairs the

* No. 99. † No. 98.

facts connected with the movements of the vessel which is supposed to have landed a cargo of slaves in Cuba towards the end of September last.

I have the honour to inclose herewith a copy of the note which I have addressed to Señor Arrazola respecting the above matter.

I have, &c.
(Signed) JOHN WALSHAM.

Inclosure in No. 89.

Mr. Walsham to Señor Arrazola.

M. le Ministre, *Madrid, November* 26, 1867.

IN accordance with instructions which I have received from Her Majesty's Secretary of State for Foreign Affairs, I have the honour to bring to your Excellency's notice, for transmission to the proper Department of State, the following facts connected with the movements of a large barque which is supposed to have landed a cargo of slaves in Cuba.

Towards the end of September last the master of a vessel belonging to Nassau states, that when sailing in those waters he came upon and boarded a large barque which was evidently a slaver. He was subsequently, it would appear, driven from the ship, but, when on board, he alleges that he saw negroes in large numbers, and had other proofs of their presence which convinced him of the nature of the traffic in which the vessel was engaged.

Her crew, it is said, were Spaniards, and the person who gave this information believes that her captain was likewise a Spaniard.

When met with the barque was bearing, it is stated, from Orange Bays, S.S.W., a course which would take her to Cay Sal or Cotton Bay, a favourite resort of slavers, whence the negroes could in a few hours be conveyed to Cuba.

This information was corroborated by the master of another vessel, and subsequently published in the "Nassau Gazette."

The vessel herself was considered to be of American build.

It is in view of these facts, which have been officially reported to Her Majesty's Government, that Lord Stanley has instructed me to address a representation to the Government of Her Catholic Majesty.

His Lordship is of opinion that if the account of the person who boarded the barque is to be believed, and there appears to be no reason for disbelieving it, there can be little doubt that a landing of slaves has been effected in Cuba, and Lord Stanley feels sure that the Spanish Government will be glad to have had the above-mentioned facts brought to their notice, as, if true, they prove that parties are not deterred from engaging in the Cuban Slave Trade notwithstanding the recent severe enactments of Her Catholic Majesty's Government for its repression.

I avail, &c.
(Signed) JOHN WALSHAM.

No. 90.

Lord Stanley to Mr. Walsham.

Sir, *Foreign Office, December* 6, 1867.

WITH reference to my despatch to Mr. West, of the 6th ultimo, and to previous correspondence relative to the landings of slaves reported by Mr. Crawford, the Acting British Consul at the Havana, to have taken place in Cuba about the months of May and June last, I inclose, for your information, copies of a correspondence on this subject, which has passed between the Spanish Minister at this Court and myself.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 90.

Count Vistahermosa to Lord Stanley.

(Translation.)

My Lord, *Spanish Legation, London, November* 18, 1867.

I HAVE received instructions from my Government to call your Excellency's attention to the correspondence which passed last summer between the Captain-General of the Island of Cuba and the British Consul-General *ad interim* at the Havana, respecting imaginary denouncements of the landing of negroes, entirely disproved by time and the trustworthy evidence of that superior authority. And, in order that your Excellency may be convinced how inconsiderately the aforesaid Consul proceeds in transmitting information to you in regard to disburdening ships of fresh negroes, which never took place but in his own imagination, thus endeavouring, no doubt, to make parade of an exaggerated zeal, I fulfil my duty by sending you a copy of the communication which the disappointed Captain-General, Don Joaquin del Manzano, Governor of that Antilla island, addressed, on the 8th of September last, to Mr. John V. Crawford; so that if your Excellency is not aware of it, as may be the case, you may be fully informed of what its tenor throws out, and take into consideration the expediency of not entertaining such chimerical allegations, except very sparingly, and with extreme reserve. I send at the same time a copy of his (Mr. Crawford's) answer, conceived in such evasive terms as he found himself compelled to employ in drawing it up, as he could not contradict anything that the Captain-General had asserted.

That correspondence will give your Excellency the exact standard of the value that is to be attributed to the information communicated by Mr. Crawford, and will show clearly with what levity vague rumours are received and transmitted by the General Consulate of Great Britain at that place.

The Government of the Queen my August Sovereign, being determined to do away with all doubt in regard to its loyal intentions, and the constant activity of the naval and military forces for the extirpation of the Slave Trade, in fulfilment of the International Treaties, flatters itself that those statements will serve as an example, so that in future the Government of Her Britannic Majesty may receive, as I have said, with the greatest heedfulness and caution, the denunciations which are made with lamentable facility by its agents, in their endeavours to misrepresent the effective measures adopted in perfect good faith by the superior authority of the island, and to give substance and prominence to imaginary information, which creates alarm for the time, and afterwards turns out to be utterly devoid of foundation, to the disgrace and discredit of the agents concerned in supporting such fictions, which yet for the meanwhile give rise to doubts and disagreeable consequences.

I avail, &c.

(Signed) C. DE VISTAHERMOSA.

Inclosure 2 in No. 90.

The Captain-General of Cuba to Acting Consul-General Crawford, September 8, 1867.

[See Inclosure 1 in No. 99.]

Inclosure 3 in No. 90.

Lord Stanley to Count Vistahermosa.

M. le Comte, *Foreign Office, December* 3, 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 18th ultimo, stating that you have been directed by your Government to call my attention to a correspondence, of which you inclose copies, which passed last summer between the Captain-General of Cuba and the Acting British Consul-General in that island respecting certain alleged landings of slaves in Cuba, which you state never took place, as is entirely proved by time and by the trustworthy evidence adduced by the Captain-General Don Joaquin del Manzano.

I beg leave, in reply, to acquaint you that Her Majesty's Government had already, before the date of your letter, received from Mr. Crawford, the Acting British Consul-General at the Havana, copies of the correspondence in question, and I had instructed Her Majesty's Chargé d'Affaires at Madrid to make known to the Government of Her Catholic Majesty the views of Her Majesty's Government respecting the alleged landings.

With regard, however, to the very strong animadversions contained in your letter upon the conduct of Mr. Crawford in denouncing the said landings, I think it only fair to that gentleman to state that, in the opinion of Her Majesty's Government, he did right to make known to them the reports that had reached him respecting the alleged disembarkations of slaves in Cuba.

By comparing the reports received from Cuba with the information acquired from the African coast and from other sources, Her Majesty's Government are the better enabled to form a correct judgment as to what degree of credit may be attached to the reports that reach them of slave-landings in Cuba; and with regard to the denouncements that have given rise to the present correspondence, I regret to have to state that the information received by Her Majesty's Government leaves little room to doubt that a slave expedition did leave the African coast at a period that would correspond with its reaching Cuba about the date of the supposed landings; and I think that the fact of one of the Lieutenant-Governors in Cuba having been offered a bribe of 85 dollars a head to permit of the introduction into his district of a cargo of negroes expected off the coast, but which, to his honour, he refused, is an additional reason for believing that there was some foundation for the reports that Mr. Crawford felt it his duty to forward to Her Majesty's Government.

While frankly stating the opinion of Her Majesty's Government upon this point, I think it right at the same time to add that they have entire confidence in the loyalty and good faith with which both the Government of Her Catholic Majesty and the Captains-General of Cuba have acted in their endeavours to put a stop to the Cuban Slave Traffic.

Isolated attempts will doubtless continue to be made to introduce slaves into Cuba, and such attempts may give rise, as has been the case with regard to the alleged landings in that island in the months of May and June last, to exaggerated reports as to the number of the expeditions and of slaves landed; but, whilst Her Majesty's Government will always be most anxious to weigh well before giving full credence to the reports they may receive from their Agents in Cuba on the subject of the Slave Trade, they must claim for those Agents the right to report fully to them the rumours that may reach them upon this subject, without having their good faith called in question; and, in communicating these reports to the Government at Madrid, Her Majesty's Government trust that the Government of Her Catholic Majesty will see not necessarily a desire on their part, or on the part of the British authorities, to call in question the good faith of the Cuban authorities, but rather a desire, by communicating freely on all matters connected with the Cuban Slave Trade, the better to ensure the total extinction of the traffic in that island.

I am, &c.
(Signed) STANLEY.

No. 91.

Lord Stanley to Mr. Walsham.

Sir, *Foreign Office, December* 13, 1867.

WITH reference to my despatch to Mr. West of the 6th ultimo, I inclose for your information a copy of a despatch from Mr. Crawford,* the Acting British Consul-General at the Havana, inclosing a translation of Count Balmaseda's reply to the letter which Mr. Crawford addressed to him on the 4th of October last, relative to the reported landing of slaves in Cuba in the months of May and June last.

I am, &c.
(Signed) STANLEY.

No. 92.

Sir J. Crampton to Lord Stanley.—(Received December 23.)

My Lord, *Madrid, December* 17, 1867.

WITH reference to Mr. Walsham's despatch of the 26th ultimo, inclosing copy of a note which he had addressed to the Spanish Minister for Foreign Affairs, relative to the supposed landing of slaves on the Island of Cuba, I have now the honour to inclose a translation of a note which I have received from Señor Arrazola, informing me that the case has been referred to the Minister of the Colonies.

I have, &c.
(Signed) JOHN F. CRAMPTON.

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* No. 101.

Inclosure in No. 92.

Señor Arrazola to Sir J. Crampton.

(Translation.)

Sir, *Palace, December* 13, 1867.

IN reply to the note of your Legation, dated 26th of November last, relative to the presence in the waters of Orange of a ship to all appearance a slaver, I have the honour to acquaint your Excellency that I have laid its contents before the Minister of the Colonies, in order that he may take what steps he may consider necessary.

I avail, &c.

(Signed) L. ARRAZOLA.

SPAIN. *(Consular)—Havana.*

No. 93.

Consul-General Synge to Lord Stanley.—(Received April 15.)

My Lord, *Havana, March* 18, 1867.

I HAVE the honour to transmit to your Lordship copies of my correspondence with the Captain-General in regard to the 275 African negroes captured on the northern side of this island in March last year.

I believe that no landing of slaves has been effected, and that none will be attempted during General Manzano's administration; but I regret to say that I find it hopeless to attempt to obtain any information as to the destination of the captured Bozales; and I fear that the abuses in regard to the emancipados will be continued long after the suppression of the Slave Trade, of which they have of late years formed one of the most painful features.

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

Inclosure 1 in No. 93.

Consul-General Synge to the Captain-General of Cuba.

Most Excellent Sir, *Havana, March* 4, 1867.

I WOULD respectfully call your Excellency's attention to a letter which I had the honour of addressing to the late Captain-General, on the 14th of September last, and of which I herewith transmit a copy.

Her Britannic Majesty's Government are most anxious to know what has been decided in regard to the 275 Bozal negroes captured on the north side of the Vuelta Abajo, in March last year; and I shall feel greatly obliged if your Excellency will enable me to report to them what is to be the fate and destination of the unfortunate persons in question.

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

Inclosure 2 in No. 93.

Consul-General Synge to the Captain-General of Cuba.

Most Excellent Sir, *Havana, September* 14, 1866.

THREE months having now elapsed since your Excellency told me in private conversation, that the fate of the 275 Bozal negroes captured on the north side of the

Vuelta Abajo, in March last, was pending before the Court of "Real Audiencia;" and not having heard what decision has been arrived at in regard to those unfortunate beings, I would request your Excellency to have the goodness to give me full information respecting this matter, which is one in which the Government of my August Sovereign takes a very lively interest.

I shall also feel greatly obliged if your Excellency should feel at liberty to acquaint me what modifications, if any, are to be introduced into the laws affecting the disposal of emancipados; a class hitherto to be pitied, scarcely, if at all, less than the poor slaves themselves.

With every confidence that your Excellency will do all in your power to ameliorate the condition of those ill-used beings, I have, &c.

(Signed) W. W. FOLLETT SYNGE.

Inclosure 3 in No. 93.

The Secretary to the Captain-General of Cuba to Consul-General Synge.

(Translation.) *Havana, March* 14, 1867.

THE Most Excellent Supreme Civil Governor having taken cognizance of your letter of the 4th instant, has ordered me to state, in reply, as I have the honour now to do to your Honour, that the case of the negroes captured on Point Holandes, near Cape San Antonio, on the northern part of this island, to which your Honour refers, is pending before the Royal Audienca, to the province of which tribunal it belongs, and with whom therefore rests the decision.

With regard to the other matter referred to in the copy of your letter to his Excellency's predecessor, the Government has the question under its consideration.

God preserve, &c. (Signed) A. MA. GUASEARDO.

No. 94.

Acting Consul-General Crawford to Lord Stanley.—(Received July 29.)

(Extract.) *Havana, July* 6, 1867.

I HAVE the honour of transmitting herewith to your Lordship copies of two letters which I have addressed to the Captain General with reference to several landings of Bozal negroes which are reported to have taken place recently in this Island.

I have not yet received any answer from his Excellency, but I am inclined to believe that what I have stated to him is correct, and that at least two of these landings have really been effected, one of 300 negroes at La Esperanza, on the north side between Bahia Honda and Cape Antonio, and the other at El Rosaria, on the south side of the Island in the district of Güines, consisting of about 700 negroes.

The hush money in the first case was eighty-five dollars a head, the arrangements for the landing having been made with the local authorities in such an adroit manner as to baffle discovery.

The negroes landed at El Rosario were Congos, and after passing through the estate Belen, were sold in lots at the plantation La Ninfa belonging to Mr. Juero, the same person who was expelled from the Island, with his partner Durañona, in General Dulce's time, on account of their Slave-trading propensities.

I have been assured that a landing has also been effected at Puerto del Padre to the eastward of Nuevitas, and this is corroborated by the Vice-Consul at the latter port, but none of the particulars have transpired, and it is almost impossible to obtain correct information from out of the way places like Puerto del Padre.

In conversation with General Manzano he denied the landing at La Esperanza, although he admitted having received similar information to that I had on the subject.

The revival of this infamous traffic is said to be owing to the expectation of the slave-traders that another Captain-General, favourable to their interests, would have succeeded General Manzano in May or June last, and the simultaneous arrival of these adventures, seems to favour this idea.

Inclosure 1 in No. 94.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 14, 1867.

HAVING received intelligence that a cargo of negroes was landed a few days ago (previous to the 12th instant) near La Esperanza, between Consolacion del Norte and Candelaria, I beg leave respectfully to request your Excellency to acquaint me if such is the fact, and whether the negroes have been captured.

Any information with regard to this landing will be most acceptable to Her Britannic Majesty's Government, and I trust that the good name which your Excellency has acquired as a determined opponent of the Slave Trade, and a staunch observer of the Treaty between Great Britain and Spain for its suppression, will be exemplified on this occasion, should the landing referred to, and which I am assured has positively been effected, have really taken place.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 94.

Acting Consul-General Crawford to the Captain-General of Cuba.

Most Excellent Sir, *Havana, July* 3, 1867.

HAVING received information that a cargo of Bozal negroes, of the Congo tribe, numbering about 700, was landed last week at or near El Rosario, in the jurisdiction of Guines, and that they passed through the hacienda Belen to the estancia or ingenio La Ninfa, where they were sold in lots, I shall be glad to learn whether your Excellency has any intelligence thereof, and what steps may have been taken for the seizure of these negroes and the punishment of the guilty parties.

I have also learned that the landing of which I had the honour of speaking to your Excellency on the 13th ultimo, as having occurred at Puerto del Padre, has actually taken place there, but I have not been able to learn the particulars.

From Caibarien it is reported that there was considerable excitement among the authorities there, on the evening of the 27th ultimo, in consequence of the suspected landing of a cargo of negroes at Sagua la Chica.

As it is most important that the most reliable information should be furnished by me to the British Government concerning these matters, in order not to mislead any one into the belief that such things are still tolerated in this island by those whose duty it is to suppress the disgraceful Traffic in human beings, I hope that your Excellency will see fit to furnish me with such intelligence as may have reached you regarding these reported landings.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 95.

Acting Consul-General Crawford to Lord Stanley.—(*Received August* 27.)

My Lord, *Havana, August* 3, 1867.

I HAVE the honour of transmitting to your Lordship a translation of General Manzano's answer relative to the several cargoes of negroes which I stated, in my letters of the 14th June and 3rd ultimo to his Excellency, were reported to have been landed in Cuba.

His Excellency affirms that it is impossible that any such landings can have taken place, owing to the preventive measures which he has employed, and to the careful vigilance which has been exercised in every part of the island.

In the face of this assurance, and of the notorious zeal which General Manzano has evinced for the suppression of the Slave Trade ever since his arrival here, it would be unjust to entertain any further doubt on the subject; and I trust that your Lordship will therefore approve of my answer to his Excellency, a copy of which is also inclosed herewith.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 95.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.) *Havana, August* 1, 1867.

HIS Excellency the Superior Civil Governor duly received your Honour's communication with reference to the information which your Honour says you had of a landing of Bozals having been effected, a few days previous to the 12th of June, near La Esperanza between Consolacion del Norte and Candelaria; of another, consisting of 700 negroes, at El Rosario, near Guines; of another at Puerto del Padre; and of the excitement among the authorities of Caibarien, on the night of the 27th of June, in consequence of a suspected landing of negroes at Sagua la Chica.

In consequence thereof, his Excellency has instructed me to say to your Honour, in answer, that from the 20th of May last, when he had indications of preparations being made for the introduction of Bozals into this island, his Excellency dictated the most energetic and stringent orders to redouble the most rigid vigilance throughout the island, both by land and by sea.

From that time to this, in spite of the measures adopted, rumours, more or less vague, were circulated of the approaching arrival of negroes at different places on the coast, for which reason, notwithstanding these measures, with a view to strengthen them in order to destroy so reprobated a traffic, his Excellency issued, on the 6th of June last, the severe Circular which your Honour may have seen published in the Government Gazette and in all other periodicals of this city, having been also the object of particular and special vigilance, notwithstanding what I have stated, both before and after the dates of your Honour's said communications, the places your Honour therein designated, and also the estates and the persons held and reputed to be old traders, which vigilance was not only general but special over certain persons, estates, and localities, parties of the mounted police (Guardia Civil) having likewise been detached on some estates, secret agents having been commissioned, whose inquiries produced no result, all the official and private information which his Excellency has received agreeing that no landing of negroes whatever has taken place, and that the adventure whose arrival was expected abandoned the coasts of this island for those of Brazil, seeing the impossibility of effecting its purpose.

If your Honour considers you have reason to give ready credence to the reports of your agents or of other persons, the Governor Captain-General of this island has still greater reason, and is more interested for his good name, in hoping that he will be believed in all that refers to this matter, for it is notorious that he omits nothing in order to punish even the attempt to introduce Bozal negroes; and when his Excellency affirms, as he instructs me to say to your Honour he does, that it is impossible that the landings can have taken place which your Honour imagines have occurred during the last two months, he is quite sure that every honest person will give credit to his disinterested words.

God preserve, &c. (Signed) GUAXARDO, *Acting Secretary.*

Inclosure 2 in No. 95.

Acting Consul-General Cawford to the Captain-General of Cuba.

Most Excellent Sir, *Havana, August* 3, 1967.

I HAVE the honour to acknowledge the receipt of your Excellency's communication of the 1st instant in answer to my letters of the 14th of June and 3rd ultimo, relative to some reported landings of negroes in this island; and I hasten to assure your Excellency that it will afford me great pleasure in forwarding a copy of that communication to Her Majesty's Government.

The assurance that no landing whatever has taken place, as was reported, cannot fail to be most satisfactory to every well-wisher of humanity.

I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 96.

Lord Stanley to Acting Consul-General Crawford.

Sir, *Foreign Office, August* 30, 1867.

I HAVE received your despatch of the 3rd instant, together with its inclosures relative to the landings of slaves reported in your despatch of the 6th ultimo, to have taken place at La Esperanza, El Rosario, and Puerto del Padre, in Cuba.

The assurance given to you by the Captain-General, that there is no foundation whatever for these reported disembarkations of slaves in Cuba, is very satisfactory; but, at the same time, I think it right to transmit to you the accompanying copy of a letter from Commodore Hornby,* the officer in command of Her Majesty's naval forces on the African Western Coast, by which you will see that there is reason to believe that a cargo of slaves was successfully shipped from the African coast a few months since.

The official and private information received by the Captain-General of Cuba, shows also, as will be seen from his Excellency's letter to you of the 1st instant, that a slave-vessel had been hovering off the coasts of the island, but that, not being able to land her slaves, she had abandoned the Cuban coast for that of Brazil.

It would seem more probable, that this vessel has disembarked her cargo on some one of the many uninhabited cays off the Cuban coast, to await there a more favorable opportunity for introducing them into Cuba, rather than that she should have proceeded to Brazil; for, apart from the difficulties which a vessel would find in landing slaves in Brazil, where arrangements could not have been made for their reception, the accounts received by Her Majesty's Government for some years past, tend to show that the Slave Trade in the Brazilian Empire has been entirely abandoned, and that there are no prospects of the Traffic being again resumed there.

I have to desire that you will make known the views of Her Majesty's Government upon this matter to the Captain-General.

I am, &c.
(Signed) STANLEY.

No. 97.

Lord Stanley to Acting Consul-General Crawford.

Sir, *Foreign Office, August* 30, 1867.

I INCLOSE herewith, for your information, copy of a despatch from Her Majesty's Minister at Madrid,† inclosing a translation of an answer received by him to a note which he was instructed to address to the Spanish Minister for Foreign Affairs, upon the subject of the landings of slaves in Cuba, reported in your despatch of 6th July.

I am, &c.
(Signed) STANLEY.

No. 98.

Acting Consul-General Crawford to Lord Stanley.—(Received October 20.)

My Lord, *Havana, October* 4, 1867.

IN obedience to the instructions conveyed in your Lordship's despatch of the 30th of August, with reference to the landings of slaves which were reported to have taken place in Cuba last May and June, I have the honour of laying before your Lordship copy of a letter which I have addressed to Count Balmaseda, in which I have made known to him the views of Her Majesty's Government as regards the improbability that the slave-vessel which it was admitted had been hovering off the coasts of this island, had been obliged to abandon the Cuban shores for those of Brazil, instead of, as is much more likely, disembarking her cargo on some one of the many uninhabited cays there to await a more favourable opportunity for introducing them into Cuba.

I am not prepared, my Lord, to assert positively that the information which I received at the time of that cargo having been successfully landed at La Esperanza is correct. Perhaps my informant, who has for years given me most reliable reports in

* Class A, No. 66. † No. 83.

matters relating to the Slave Trade, may have been mistaken on this occasion, but I am now more than ever inclined to believe that that cargo was safely disembarked on the North Coast of the Vuelta de Abajo, if not at La Esperanza in its vicinity, owing to a number of circumstances which I know to be true. I have failed, however, in obtaining any of the particulars as to the number of negroes landed or their nationality; but this only confirms me in my opinion that the whole affair was most cleverly managed previous to the publication of the late General Manzano's Circular of 6th June, and that the Superior Authorities were completely deceived.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 98.

Acting Consul-General Crawford to the Captain-General of Cuba.

Most Excellent Sir *Havana, October* 4, 1867.

HAVING transmitted to Her Britannic Majesty's Government a copy of the late Captain-General's letter to me, dated the 1st of August last, relating to the several landings of slaves which were reported to have taken place in May and June last, I am instructed to state to you that whilst, on the one hand, the assurance given by the late Captain-General that there is no foundation whatever for these reported disembarkations, is very satisfactory, on the other hand, Her Majesty's Government are of opinion that the slave-vessel which, it is admitted, has been hovering off the coasts of this island, has most probably landed her cargo on some one of the many cays to await there a more favourable opportunity for introducing them into this island, rather than she should have proceeded to Brazil; for, apart from the difficulties which a vessel would find in landing slaves in Brazil, where arrangements could not have been made for their reception, the accounts received by Her Majesty's Government for some years past tend to show that the Slave Trade in the Brazilian Empire has been entirely abandoned, and that there are no prospects of the Traffic being again renewed there.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 99.

Acting Consul-General Crawford to Lord Stanley.—(*Received October* 29.)

(Extract.) *Havana, October* 5, 1867.

I HAVE the honour to transmit herewith to your Lordship a copy and translation of a letter which was addressed to me on the 8th ultimo by the late Captain-General Manzano complaining of my seeming want of good-faith in reporting to your Lordship the slave landings which were said to have taken place in May and June last, and in expressing my inclination to believe that two of these reported disembarkations were true without waiting for his Excellency's answer to my communications of 14th June and 3rd July on the subject.

I also inclose a copy of my answer to his Excellency in which I decline to admit his censure and assure him that there has been no inconsistency on my part.

As it has always been my study to cultivate the most friendly relations with all the Spanish authorities, I had an interview with General Manzano, and showed him a copy of my despatch to your Lordship of the 3rd of August, with which he appeared perfectly satisfied.

General Manzano further informed me that he had done all that is possible to be done to discover the truth as to the reported disembarkations of slaves, but that he had failed in finding any foundation for these rumours and was convinced that no landing whatever had been effected.

General Manzano's character for integrity and honour has never been impeached, and there can be no doubt as to his sincerity in the arduous task of putting down the Slave Trade, but the same cannot be said of all those by whom he was surrounded; and as one of the Senators said in the discussion upon the Penal Law in the Spanish Cortes, the Captain-General of the Island of Cuba is a solitary mortal and lacks the power of ubiquity.

Inclosure 1 in No. 99.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.) *Havana, September* 8, 1867.

IN a communication dated the 14th of June last your Honour stated to me that you had intelligence that a disembarkation of a cargo of Bozal negroes had been effected previous to the 12th of that month, near La Esperanza, and that you wished to know if it was true, and if the negroes had been captured, so that you might report it to Her Britannic Majesty's Government.

In another communication dated the 3rd of July, your Honour said to me that having received information about a cargo of 700 Bozal Congos, landed the previous week at El Rosario, or in its neighbourhood, in the jurisdiction of Guines, passing afterwards through the estate Belen to the sugar plantation La Ninfa, where they were sold in lots; your Honour desired to know whether this Government had any information thereof, and what steps had been taken towards the capture of the negroes, and the punishment of the guilty parties. You added that you knew also of a landing which had taken place at Puerto del Padre, but were ignorant of the particulars; and that at Caibarien there had been much excitement on the evening of the 27th of June, in consequence of a suspected landing of Bozals at Sagua la Chica.

Your Honour concluded your official letter, stating that it being of the greatest importance that your Honour should furnish Her Britannic Majesty's Government with the most reliable information on the subject, you hoped that I would give you any information which this Government might have respecting said reported landings.

Your Honour will also recollect that when speaking to me at the time of the confidential information which your Honour had, I repeated to you what I had on several occasions told you, that you would do me a special favour by communicating to me either officially or privately every intelligence or suspicion which your Consulate might have regarding the Slave Trade; for that no person was more interested than I in putting down this criminal traffic, and in punishing the delinquents; and as a proof thereof I told you that for some days back I had knowledge of the rumours of the disembarkation of Bozals, and had sent to make the necessary investigation in order to operate with energy, in conformity with my dispositions of the 6th of June last. Your Honour then appearing to correspond to my confidence, and because for years you have reason to know my principles in the matter, and the loyalty of my character, said to me spontaneously, that you would await my answer to your said official letters, until after all the investigations which this Government was making, so as not to report the matter to your Government until afterwards with exactness and data.

So I ought to have believed, supposing that the credit of the Consulate General was also interested in it, because in making that spontaneous indication your Honour knew that every official and private step was being taken, and that the Government was employing every possible means to discover the truth, keeping the steamers of war incessantly cruizing, establishing detachments of troops on the coast, sending others to examine certain points, detaining and searching the railway trains, and sending forces of the Guarde Civile to surprise the estates which were suspected; at the same time, that it commissioned Agents of entire confidence, and under disguise, to visit not only the places your Honour mentioned, but all those which I considered susceptible of serving as a cover for Bozals, and long before the Consulate General had taken the least part in it.

In consequence, therefore, of your Honour's indication I did not answer you until I could do so with certainty, and in a letter dated the 1st of August I assured your Honour that the places you had mentioned having been specially and particularly watched both before and after the receipt of your communications, as well as the estates reported and the persons reputed as being formerly slave-traders; the result of all these measures agreed with my official and private information that no landing of negroes had taken place.

To this despatch your Honour answered on the 3rd of the same month, that you would have the greatest pleasure in transmitting a copy of it to Her Britannic Majesty's Government, for the assurance it contained that no landing had been effected as it was reported; and I should have considered the matter ended believing in your Honour's sincerity, when with surprise I learn by last mail from the Peninsula, that whilst it appeared that your Honour was waiting to hear from me, whether your private information was true or not, your Honour was transmitting them as certain without the necessary proofs, because precisely to your said letters of the 14th June and 3rd July, and to what your Honour has added on the subject reference is made in a note dated the 6th of August by Her Majesty's Plenipotentiary at Madrid, for which reason your Honour's Reports to your Government must be dated precisely about the beginning of July.

It now appears, therefore, clear that whilst your Honour was telling me that you awaited the result of all I was doing, your Honour was assuring your Government that several expeditions of Bozal negroes had been recently landed, and that you had not the least doubt as to the landing of one of 300 negroes at La Esperanza, and another of 700 at El Rosario, and that you had no particulars of another at Puerto del Padre.

It is also clear that your Honour wrote that in conversation with me, I confessed having received similar intelligence respecting the landing at La Esperanza, and my belief that said landing had taken place, promising at the same time to do all in my power to put an end to the Slave Trade.

I need not say to your Honour how much I have been surprised at your proceeding in this matter on account of the confidence I showed you, and the manner in which your Honour has corresponded to it.

Her Majesty's Government have copies of all the communications with the Consulate General which I have cited, and I suppose that Her Britannic Majesty's Government will already know all that has really taken place, and can understand that if your Honour so easily gives credit to the denouncements which are made to you, the Governor Captain-General, who, long before your Honour, naturally knew all about these reports of expeditions of Bozals, and had dictated the most active measures, and has at his disposal more means of ascertaining the truths, will therefore be believed in all that refers to this matter.

As regards my promise which your Honour reports of my doing all in my power to put an end to the Slave Trade, your Honour could only have referred to my firm determination evinced in all my conversations, same with you as with every one else, to punish with the utmost rigour the Traffic in Slaves, because no promise could be admitted in the sense which might be deduced from your Honour's Report without impairing the authority which I hold.

This special promise was the more incomprehensible from its being unnecessary, for it is well known that I did not wait any other person's suggestions to adopt from the very day I took over the command of this Island, the most decisive measures for the prevention of the Slave Trade, and to dictate on the 6th of June last the severe and very special measures of which your Honour, or any one else, had any knowledge until they were read in the "Gazette."

I regret to have to address your Honour this disagreeable communication, in order to remind you of all the facts, and I am sure I shall be believed by all honourable men who know me; but it is expedient that the precipitancy should be recorded with which your Honour, in the fulfilment of your temporary office, has asserted the existence of events, whilst you were asking me officially if they were true, and were telling me confidentially that you were waiting to know the truth from me, on account of the steps which were being taken by the Captain-General, so as to enable your Honour to transmit a reliable report to your Government.

God preserve, &c. (Signed) JOAQN. MANZANO.

Inclosure 2 in No. 99.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, September 9, 1867

I HAVE received your Excellency's communication of yesterday's date, referring to landings of negroes, which were reported to have taken place in this Island during the month of June last; and I beg to assure your Excellency that whatever I may have considered it my duty to state to Her Britannic Majesty's Government on the subject, there has been no inconsistency on my part, nor have I been wanting in good faith towards your Excellency in any way.

I cannot, therefore, admit the censure which your Excellency's communication would otherwise imply.

I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 100.

Lord Stanley to Acting Consul-General Crawford.

Sir, *Foreign Office, November* 20, 1867.

I TRANSMIT to you herewith copies of a despatch* and its inclosures from Her Majesty's Chargé d'Affaires at Washington, containing information relative to the movements of a large barque which is supposed to have recently landed a cargo of slaves in Cuba; and I have to desire that you will communicate the substance of this information to the Cuban authorities, and that you will also furnish me with any particulars which you may be able to obtain respecting this slave-trading transaction.

I am, &c.
(Signed) STANLEY.

No. 101.

Acting Consul-General Crawford to Lord Stanley.—(*Received December* 4.)

My Lord, *Havana, October* 19, 1867.

I HAVE the honour of transmitting herewith a translation of Count Valmaseda's answer to my letter of the 4th instant, relative to the improbability of the slave-vessel whch was known to have been hovering off the coast of Cuba last June, having abandoned the attempt to land her cargo in this island.

His Excellency states that General Manzano, when he assured me that such was the case, was fully satisfied that no landing of negro slaves had been effected in Cuba, and that although nothing to the contrary had transpired since that assurance was given, he, Count Valmaseda, had again ordered the adjacent cays to be searched, and had instructed his officers to redouble their vigilance.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 101.

The Count of Valmaseda to Acting Consul-General Crawford.

(Translation.) *Havana, October* 9, 1867.

I HAVE received your Excellency's letter of the 4th instant, in which, notwithstanding the satisfactory assurance given by the late Captain-General, my predecessor, the opinion is insisted in that the slave-vessel which was said to be hovering in the waters off this island in May or June last, has probably disembarked her cargo in one of the many islands or cays, in order to wait for a favourable chance to introduce them.

In reply, I may say to your Excellency that when the said General, my predecessor, gave your Excellency the assurance that there was no foundation for the landings to which your Excellency alluded in your communications on the subject, it was after being completely satisfied that in no part of the island, nor in the islands or cays adjacent to it, had any landing of slaves been effected, result of the active and exquisite vigilance which was exercised both by the subaltern authorities ou shore and by Her Majesty's cruizers at sea, which, landing their crews, searched the said islands or cays, creeks, and coasts.

Being interested as much as any one else in the complete extinction of so reprobated a traffic, and notwithstanding the continued vigilance with regard to it, I have again given orders to redouble it, and to have the cays again seached by the cruizers of Her Majesty, for which purpose I have written the requisite communication to his Excellency the Commandant-General of Marine on this station.

God preserve, &c. (Signed) EL CONDE DE VALMASEDA.

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* No. 109.

SPAIN. (*Consular*)—*Porto Rico.*

No. 102.

Consul Cowper to Lord Stanley.—(*Received February* 1.)

My Lord, *Porto Rico, January* 7, 1867.

I HAVE the honour to report that no attempt to renew the foreign Slave Trade has been made within the district of this Consulate during the past quarter.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 103.

Consul Cowper to Lord Stanley.—(*Received May* 15.)

My Lord, *Porto Rico, April* 12, 1867.

I HAVE the honour to report that no overt act of foreign Slave Trade has been attempted within the district of this Consulate during the quarter ended the 31st of March.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 104.

Consul Cowper to Lord Stanley.—(*Received July* 29.)

My Lord, *Porto Rico, July* 6, 1867.

I HAVE the honour to inform your Lordship that no attempt has been made to renew the African Slave Trade within the district of this Consulate during the past quarter.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 105.

Consul Cowper to Lord Stanley.—(*Received October* 29.)

My Lord, *Porto Rico, October* 1, 1867.

I HAVE the honour to inform your Lordship that during the quarter just ended, no attempt at the African Slave Trade has been made in the districts of this island.

I have, &c.

(Signed) FRANCIS H. COWPER.

UNITED STATES.

No. 106.

Lord Stanley to Sir F. Bruce.

Sir, *Foreign Office, January* 19, 1867

I TRANSMIT to you herewith Lists of Her Majesty's ships furnished with warrants for the suppression of the Slave Trade, specifying the number of their guns, the names and ranks of their Commanding Officers, and the stations on which they are employed; and I have to desire that, in conformity with the stipulations contained in the second paragraph of the Article III of the Treaty between this country and the United States for the suppression of the Slave Trade, you will communicate copies of these Lists to the Government at Washington.

I am, &c.
(Signed) STANLEY.

No. 107.

Sir F. Bruce to Lord Stanley.—(Received March 5.)

My Lord, *Washington, February* 13, 1867.

IN compliance with the instructions contained in your Lordship's despatch of the 19th ultimo, I addressed a note to the Secretary of State of the United States, and have the honour to transmit to your Lordship herewith copy of Mr. Seward's reply.

I have, &c.
(Signed) FREDERICK W. A. BRUCE.

Inclosure in No. 107.

Mr. Seward to Sir F. Bruce.

Sir, *Department of State, Washington, February* 12, 1867.

I HAVE the honour to acknowledge the receipt of your note of the 5th instant, transmitting, at the instance of Her Majesty's Principal Secretary of State for Foreign Affairs, a List of Her Majesty's ships employed in the suppression of the Slave Trade, together with the number of their guns, the names and rank of their commanding officers, and the stations to which those vessels are assigned.

I have, &c.
(Signed) WILLIAM H. SEWARD.

No. 108.

Mr. Ford to Lord Stanley.—(*Received October* 5.)

My Lord, *Washington, September* 23, 1867.

I HAVE the honour to transmit herewith to your Lordship copy of a note that has been addressed to the late Sir F. Bruce by the Acting Secretary of the Department of State, inclosing a list of the vessels of the United States' navy which have special warrrants to exercise the rights and privileges authorized under the Treaty of April 7, 1862, for the suppression of the African Slave Trade.

I have, &c.
(Signed) FRANCIS CLARE FORD.

Inclosure 1 in No. 108.

Mr. Seward to Mr. Ford.

Sir, *Department of State, Washington, September* 17, 1867.

I HAVE the honour to inclose herewith, for the information of Her Britannic Majesty's Government, a list of the vessels of the United States' navy which have special warrants to exercise the rights and privileges authorized under the Treaty of April 7, 1862, for the suppression of the African Slave Trade.

I have, &c.
(Signed) F. W. SEWARD, *Acting Secretary.*

Inclosure 2 in No. 108.

List of the Vessels of the United States' Navy furnished with special Warrants under the Treaty of April 7, 1862, between the United States of America and Her Majesty, for the Suppression of the African Slave Trade.

Name of Steamer.	Guns.	Name of Commander Officer.	Station of Vessel.
Franklin	48	Captain A. M. Pennock	
Ticonderoga	9	Captain R. H. Wyman	
Swatara	10	Commander W. N. Jeffers	
Canandaigua	7	Captain J. H. Strong	European and African Station jointly.
Frolic	5	Commander J. H. Upshur	
Shamrock	10	Commander W. E. Hopkins	
Guerrière	21	Captain J. G. Corbin	
Pawnee	12	Captain M. B. Woolsey	
Shamokin	10	Commander P. Crosby	
Nipsie	6	Lieutenant-Commander F. B. Blake	
Kansas	8	Commander C. H. Welles	
Wasp	3	Lieutenant-Commander W. A. Kirkland	Brazil and African Station jointly.
Huron	6	Lieutenant-Commander H. Erben, junior	
Quinebourg	10	Commander E. Barrett	
Susquehana	14	Captain D. M. N. Fairfax	
De Soto	8	Commodore C. S. Boggs	
Monongahela	7	Commodore S. B. Bissell	
Saco	10	Lieutenant-Commander Henry Wilson	North Atlantic and West India Station.
Marblehead	7	Lieutenant-Commander Le Roy Fitch	
Shawmat	8	Commander E. E. Stone	
Don	8	Commander R. Chandler	

Navy Department, September 11, 1867.

No. 109.

Mr. Ford to Lord Stanley.—(*Received November* 16.)

My Lord, *Washington, November* 4, 1867.

I HAVE the honour to transmit herewith to your Lordship copy of a note, together with its inclosure, that has been addressed to me by the Secretary of State, concerning the movements of a large barque which is supposed to have landed a cargo of slaves at Bay

Sal, or Cotton Bay, with a view to their transfer to Cuba, which is presumed to have been effected.

I have, &c.
(Signed) FRANCIS CLARE FORD.

Inclosure 1 in No. 109.

Mr. Seward to Mr. Ford.

Sir, *Department of State, Washington, November* 2, 1867.

I HAVE the honour to inclose, for your information, and that of your Government, a copy of a despatch of the 2nd ultimo, from Thomas Kirkpatrick, Esq., the Consul of the United States at Nassau, concerning the movements, as reported by a Mr. Curry, of one of the wrecking vessels in the adjacent waters, of a large barque engaged in the Slave Trade, which vessel is supposed to have landed her cargo of slaves at Bay Sal, or Cotton Bay, with a view to their transfer to Cuba, which is presumed to have been effected.

I have, &c.
(Signed) WILLIAM H. SEWARD.

Inclosure 2 in No. 109.

Mr. Kirkpatrick to Mr. Seward.

Sir, *Nassau, New Providence, October* 2, 1867.

I HAVE the honour to inform you that a Mr. Curry, of one of the wrecking vessels, reported to me a day or two since, that when out a few days previous he boarded a large barque with a cargo of slaves on board; that he boarded her before the master was aware of it, but was immediately driven from the ship; but he saw the negroes in large numbers, and he speaks of the stench arising from the hold to have been terrible. She appeared to have a Spanish and American master; the crew, he thinks, were Spaniards.

The vessel was bearing from Orange Bay south-south-west, which would take her to Bay Sal, or Cotton Bay. This has been a frequent bay for them, in the port from which place they can be conveyed to Cuba in a very few hours. The story was corroborated (and published in the "Nassau Guardian") by Captain Bethel, who thinks she was of American build.

It must have been near the place described by Curry that Bethel saw her; if true, they have been probably landed in Cuba long before this.

Very respectfully, &c.
(Signed) THOMAS KIRKPATRICK.

ZANZIBAR.

No. 110.

Acting Consul Seward to Lord Stanley.—(Received January 19, 1867.)

My Lord, *Zanzibar, November 27, 1866.*

I HAVE the honour to inclose a copy of my despatch, dated October 25, 1866, to the address of Her Majesty's Principal Secretary of State for India.

I have, &c.

(Signed) G. EDWIN SEWARD.

Inclosure in No. 110.

Acting Consul Seward to the Chief Secretary to Government, Bombay.

Sir, *Zanzibar, October 25, 1866.*

I THINK Her Majesty's Government will not be averse to the consideration of a proposal, the adoption of which will open the way to the useful employment of British capital in developing the resources of this slave State, not only without adding to enslavage, but with the best promise of lessening it.

The recent Association of Englishmen with certain enterprises in Zanzibar has made the adoption of some such measure obligatory.

Englishmen have erected great factories, have planted the sugar-cane, have covered large estates with workers.

But these workers are slaves, and every rood of land thrown under cultivation, compels new felonies on African slave preservers.

To supply labour for these estates, I venture to suggest the relegation to Zanzibar, of those slave freights, contraband Treaty, and confiscated to freedom, the working force of which is now distributed to Aden or the Seychelles.

It is almost superfluous to state, that under the euphemesia of her domestic institution, Zanzibar carries on the largest foreign Slave Traffic in the world, and that from the arrest and relegation of some portion of its illicit outpour, we can certainly stock the sugar plantations with lawful labour.

For if it be not foreign export that consumes the slave, nor increase of population, nor death rate, nor expansion of territory, nor new industries exist at Zanzibar, to account for the absorption and disappearance of the yearly tens of thousands of Africans that are torn from their country, and poured through the slave State ostensibly to support its domestic institution.

It is obvious that the relegation of freedmen to Zanzibar will depend either upon the willingness of the English planter to receive them, or the power of the British Government to compel their employment.

If the planter be true to his profession of benevolent intent in setting these enterprises on foot, there can be no doubt of his willing acceptance of the labour thus provided, as a happy and preferable alternative.

Should he, however, refuse to employ this labour, it should become a question either of acceptance or the abandonment of his plantation.

I venture to think and to hope that Her Majesty's Government will not continue to tolerate the use, if not actual possession of slaves by Englishmen, who are actually under a resident British jurisdiction, and who are cultivating with slave labour, soil their own property, and *de facto* British soil, for all purposes of jurisdiction.

No imperious necessity compels men to invest their capital in a slave State in enter-

prises that must be dependent on slave labour. It is merely a question of profit. Land is cheap. Labour is cheap, and compulsory upon the slave.

But there is no reason why free labour may not be as nearly cheap, and as certainly manageable as slave labour, in Zanzibar. I do not use the word free in the sense that the freedom we have given is to bear no fruit of obligation.

Unless, by a benevolent compulsion, these freed folk are taught to labour, they probably will not; and it will be essential to the proper working of the measure that a large control, under Consular supervision, be given to the planter, and that an obligation be laid upon the quondam slave to discharge certain duties, for a certain term, as the price of his liberty and civil rights, and in return for adequate wages, quarters, clothing, food, and medical care.

On the expiration of this term he would be free to enter into a specific contract with the planter, with whom he would surely continue to labour if originally well treated.

Worked with the labour the Government could provide, these enterprises would invite our warmest support, be highly remunerative, and surely emulated.

Worked by slave labour, and a direct premium upon enslavage, it is not possible to look upon them with favour; moreover, slaves beget slaves; but, once let the nucleus of this free force be established and fostered, inherent powers of increase will come into play, and a numerous population of free descendants will dwell in Zanzibar, a stout phalanx in the path of slavery.

Short of the direct stoppage of all further man-stealing from Africa, for the behoof of the Arabs (and of the English planter) in Zanzibar, I see no scheme of more hopeful promise than the one suggested. I see in its adoption the beginning of the end of slavery, a constantly diminishing necessity for enslavage, associated with a sure and steady advancing prosperity of the slave State, the upgrowth and increment of a free working class, and the downfall of the domestic institution.

There remains for consideration the possibility of any opposition by the Sultan to the readmission of these quondam slaves into his dominions. To this I cannot conceive any tenable objection.

There is no law prohibitive of the entry of free labourers into the State, and as freedom springing from Treaty infraction is as much the issue of the slave State law as the freedom bestowed by manumission, it should be as inalienable and as Catholic. These freedmen would, of course, be regarded as British protégés.

I have, &c.
(Signed) G. EDWIN SEWARD.

No. 111.

Acting Consul Seward to Lord Stanley.—(*Received March* 15.)

My Lord, *Zanzibar, December* 10, 1866.

I SEND you the saddest news. Dr. Livingstone, in his despatch from Ngomano, informed your Lordship that he stood "on the threshold of the unexplored;" yet, as if that which should betide him had already thrown its shadow there, he added, "it is best to say little of the future."*

My Lord, if the report of some fugitives from his party be true, this brave and good man has crossed the threshold of the unexplored, has confronted the future, and will never return.

He was slain, so it is alleged, during a sudden and unprovoked encounter with those very Zulus of whom he says, in his despatch, that they had laid waste the country round about him, and had "swept away the food from above and in the ground."

He, with an escort reduced to twenty by desertion, death, and dismissals, had traversed, as I believe, that terra incognita between the confluence of the Soende and Rovuma Rivers at Ngomano, and the eastern or north-eastern littoral of Lake Nyassa, had crossed the lake at some point, as yet unascertained, had reached a station named Compoonda, or Mpoonda, on its western, probably its north-western shores, and was pushing west, or north-west, into dangerous ground, when, between Marengo and Makhsoora, a band of implacable savages stopped the way, a mixed horde of Zulus or Mafite and Nyassa folk.

* "The dim outline of highlands appears, even at this distance they raise the spirits, but possibly this is caused partly by the fact that this is about thirty miles beyond our former turning-point, and the threshold of the unexplored. I propose to make this, *i.e.*, Ngomano, my head-quarters till I have felt my way round Lake Nyassa. If prospects are fair there I need not return, but trust to another quarter for fresh supplies; but it is best to say little of the future."

The Nyassa folk were armed with bow and arrow, the Zulus with the traditional shield, broad bladed spears, and axes.

With Livingstone there were nine or ten muskets; his Johanna men were resting with their loads far in the rear. The Mafite instantly came on to fight; there was no parley, no avoidance of the combat; they came on with a rush, with war cries, and rattling on their shields their spears. As Livingstone and his party raised their pieces their onset was for a moment checked, but only for a moment. Livingstone fired, and two Zulus were shot dead (his boys fired too, but their fire was harmless); he was in the act of reloading, when three Mafite lept upon him through the smoke; there was no resistance, there could be none, and one cruel axe-cut from behind put him out of life. He fell; and when he fell, his terror-stricken escort fled, hunted by the Mafite; one, at least, of the fugitives escaped, and he, the eye witness it is, who tells the tale, Ali Moosa.

The party had left the western shores of Nyassa about five days; they had started from Compoonda, on the lake's borders (they left the Havildar of Sepoys there dying of dysentery—Livingstone had dismissed the other Sepoys of the 21st at Mataka), and had rested at Marengo, where Livingstone was cautioned not to advance. The next station was Makhsoora; they were traversing a flat country, broken by small hills, and abundantly wooded; indeed, the scene of the tragedy so soon to be consummated would appear to have been an open forest glade.

Livingstone as usual led the way, his nine or ten unpractised musketeers at his heels; Moosa had nearly come up with these, having left his own Johanna men resting with their loads far in the rear.

Suddenly he heard Livingstone warn the boys that Mafite were coming; the boys in turn beckoned Moosa to press forward; Moosa saw the crowd here and there between the trees. He had just gained the party, and sunk down behind a tree to deliver his own fire, when his leader fell. Moosa fled for his life along the path he had come, meeting his Johanna men; they threw down their loads, and in a body rushed off into the deeper forest. (If the Mafite really passed Moosa, his escape and that of his people verges on the marvellous.) However, at sunset, they in great fear left their forest refuge and got back to the place where they hoped to find their baggage; it was gone; then with increasing dread they crept to where the slain traveller lay.

Near him, in front, the grim Zulus killed under his sure aim; here and there some four dead fugitives.

That one blow had killed him outright; he had no other wound but this terrible gash (it must have, from their description, gone through the neck and spine up to the throat in front); it had nearly decapitated him, and death came mercifully in its instant suddenness mercifully, for David Livingstone was "ever ready."

They found him stripped (for the Mafite had respected him when dead) of but his upper clothing. They dug with some stakes a shallow grave, and hid from the starlight the stricken temple of a grand spirit; the body of an apostle of freedom, whose martyrdom should make sacred the shores of that sea which his labours made known to us, and which, now baptized with his life's blood, men should henceforth know as "Lake Livingstone."

The names of those who stood before the Mafite with Livingstone should not be unremembered:—Adam, Maka, Simon Price, Albert Baraka, Madbrodk Jooma, James Chooma, Abraham Pariella, Edward Gardner, Lakoombo, Alli Moosa; of these four were seen dead near the corpse of Livingstone; the rest, save Alli Moosa, are missing.

The Johanna men made the best of their way back to Compoonda or Mpoonda, not venturing near any village or station. They lost themselves in the jungle, and were fourteen days on the way.

At Compoonda they witnessed the end of the Havildar of Sepoys Bombay 21st Native Infantry. He alone of all the Indians was faithful. On the threshold of this Consulate at Zanzibar, he pledged himself at the moment of starting never to forsake his leader, nor did he; to the last he struggled on worn with dysentery, but broke down hopelessly on the road to Marenga; a day or two later he would have shared his leader's fate.

Insubordinate, lazy, impracticable, and useless, Livingstone had dismissed the other sepoys at Mataka; had they been faithful as their havildar, I should not have had to inscribe a record of this sad happening. Their unfitness for African travel might have been predicted.

At Compoonda the Johanna men were deprived of their weapons by the Chief, who also kept the havildars. Here they joined an Arab slave-caravan, recrossed the Nyassa, and made for Keelwa, the great slave outlet on the Zanzibar coast. But here again, and where least expected, they encountered the Mafite. They had reached Keepareygree eight days south-west of Keelwa, when the appearance of a band of these invincible

savages scattered the caravan. Abandoning ivory, slaves, their all, the Arab leaders thought but of saving their lives. The Johanna men again made their escape and reached Keelwa, whence by the kindness of the Customs people, they were at once sent on to Zanzibar. They arrived here on the 6th of December.

It will be gratifying to the many and true friends of Dr. Livingstone to learn that when on his sad end being known the British flag was lowered at this Consulate; the French, American, and Hanseatic flags were at once flown half-mast high, the Consuls paying a spontaneous tribute to his memory, an example shortly followed by all the foreign vessels in the harbour. The Sultan's flag was also lowered.

I must reserve other details for a subsequent letter, but I may state that no papers, effects, or relicts of Livingstone are likely to be recovered.

I have, &c.
(Signed) G. EDWIN SEWARD.

P.S.—The date of Dr. Livingstone's death is left as much to conjecture as the place of his grave.

All that we certainly know is that he was at Ngomano on the 18th of May last; that he proceeded to Mataka, whence he sent a despatch to this Consulate.*

From Mataka he is said to have made for and struck Nyassa, which he crossed, but where, or where Mataka is, cannot be ascertained.

The runaway Reuben with the sepoys, state that Livingstone left Mataka a few days before they set out on their return journey to Zanzibar.

They were one month and twenty days on the road to Keelwa, which they reached during the later dates of September.

It may be inferred from this that Livingstone left Mataka at about the middle of July last.

The Johanna men named six weeks as the probable time of their return journey from Mpoonda to Keelwa with the slave-caravan. The fight with the Zulus took place sixteen days before they set out; they reached Keelwa in November; Zanzibar, 6th of December.

Roughly then we may conjecture the death of their leader to have happened during September.

The statements of our informants as to time, distance, and direction, are distressingly vague and untrustworthy.

I purpose, however, and I shall associate Dr. John Kirk with me in the labour, to visit Keelwa, with the express purpose of conferring with the leaders of the slave-caravans there. Captain Bedingfeld, of Her Majesty's ship "Wasp," has obligingly consented to take me there on his return from assisting a wreck in the neighbourhood.

G. E. S.

No. 112.

Acting Consul Seward to Lord Stanley.—(*Received March* 15.)

My Lord, *Zanzibar, December* 23, 1866.

MY despatch of the 10th instant dealt almost wholly with the manner of Dr. Livingstone's death, and but little was said that could interest geographers.

I had, however, on the arrival of the Johanna men requested Dr. John Kirk, so long Livingstone's associate, to make the geography of their statements his peculiar care.

He has to-day, 23rd December, handed in his report, which I have the honour to submit, together with the tract chart, which he has been good enough to construct.

He has, I see, conceived Dr. Livingstone's route to be almost precisely that which the explorer himself, when my guest at Zanzibar, has over and over again pointed out on the map to me, and to Arabs of rank whom I wished to interest in his travels as the one which he had determined on.

And the intention of "feeling his way round Lake Nyassa," which Dr. Livingstone records in his despatch from Ngomano, shows that up to that time he had not given up his original plan.

I think I shall soon be able to remove any uncertainty as to the position of Mpoonda or Compoonda, on the lake littoral. I learn that it is a populous and important place on the lake borders, and one of my informants has property and a resident agent there.

It is said that Mataka first set the Zulus in motion westward by inviting them to fall upon some Arabs whom he himself was too weak to punish.

* This despatch has miscarried.

Letters have just been received stating that many Arabs had just been killed, and that too in perilous proximity to Keelwa.

Certain it is that there is a general restlessness of the tribes between the East African Coast and the lakes of the interior, and that trade is becoming less and less possible, and it is to this unfortuitous condition of things that we may trace, perhaps, our irremediable loss.

It may not be uninteresting to state that a brilliant and persistent rain of meteors observed on the same November night both here and at Muscat has been regarded as the certain sign and portent of ills present and to come by Arabs in high places, who associate the troubles in the interior and along the Arabian coast with this splendid starfall.

In penning my previous letter, I had it in my mind to anticipate doubts as to the verity of Dr. Livingstone's death by giving reasons why the event should not be discredited.

That the Johanna men alone should have escaped, whilst all the rest were missing, was certainly doubt-inspiring.

But the defence which they at once put forward was one which could be accepted without difficulty, the more so as in Dr. Kirk's experiences the order of the little column tallied precisely with that observed in Livingstone's prior Nyassa wanderings.

He led the advance, Moosa led the baggage men. It so happened that they rested and were at the rear, and Moosa had strolled on in advance of his party, and saw what has been recorded.

It is not supposed for an instant that Moosa himself was seen by the Mafite; his escape unseen, and his ability to warn his people, account for the seeming marvel of surviving a Zulu onset.

But there was one point about which there was no prevarication, no hesitation, no difference among the nine men: it was the one wound that had killed, and the solemn declaration that they had buried their slain leader.

Again, it must be remembered that these men returned to Zanzibar, when it would have been easier and safer to have gone home to Johanna.

They came at once to the Political Agent, and invited, or, at least, laid themselves open to the scrutiny and cross-questioning which they could altogether have avoided had there been foul play or anything in their own conduct which they wished to conceal.

They well knew, too, that either in Johanna or Zanzibar punishment would surely overtake them were it ever discovered that the tale of their leader's death was spurious.

I fear that we must accept Livingstone's death as one other of those mournful sacrifices which Africa insatiably demands from those who seek to let the light fall upon the mystery of her inner lands and pagan people.

I have, &c.
(Signed) G. EDWIN SEWARD.

Inclosure 1 in No. 112.

Vice-Consul Kirk to Acting Consul Seward.

Sir, *Zanzibar, December* 20, 1866.

I HAVE the honour to inclose a brief account of what in my opinion was the route followed by Dr. Livingstone, and with it a rough map showing what seems to me the probable positions of the leading places mentioned.

You are well aware how impossible it is from such data as we have to arrive at a certain conclusion.

I may, however, assure you that there seems nothing improbable in the narrative as I have received it, in regard to its geographical features.

The customs, moreover, of the various tribes have been kept up throughout the detailed depositions made before you, and to which I do not here refer.

One obvious source of error again meets us here, as Moosa and also one other of the Johanna men were of our party during ten years on the Zambezi, Shire, and Nyassa, and thus had the same means of learning the customs as I had.

Still I regard the sad story as true when stripped of what was obviously meant to conceal or apologise for cowardice.

The recovery of the later despatches of Dr. Livingstone, written at Mataka, is imperative, as they will give a clue to his proposed course of action. I think it very likely that Dr. Livingstone again wrote before plunging into the Maviti country, of which none knew the danger better than Dr. Livingstone.

I have, &c.
(Signed) JOHN KIRK.

Inclosure 2 in No. 112.

Brief Outline of the probable Route followed by Dr. Livingstone and party.

FROM the confused and contradictory statements of the nine Johanna men now in Zanzibar, representing themselves as the only survivors of Dr. Livingstone's exploring party, it is impossible to indicate with certainty the route followed, the nature of the country passed, or the spot where Dr. Livingstone is said to have been attacked and killed.

A personal knowledge of these parts and acquaintance with the various tribes has aided me in arranging what I trust may prove in its geographical points an approximation to the truth.

It will be remembered that the statements on which the following is based require verification, coming as they do from men whose cowardly behaviour give an obvious motive for concealing the truth.

After due allowance has been made, I regret being forced to the conclusion that Dr. Livingstone was attacked and killed by the Maviti, a little to the west of the north end of Nyassa.

The last letter we have from him was written on the 18th May, at the confluence of the Nieude and Rovuma, where the late Baron Von der Decken was forced to turn when in search of the papers of Dr. Albreck Roschen, murdered in 1860 on the road to Nyassa.

From Mikindany to Ngomano is a distance of 150 miles, of which the first 80 is level ground, covered with thick bush and forest; the remainder more open, and studded with isolated masses of igneous rock and low ridges of syenite and schist, which cross the river bed, and render it impassable to boats.

At Ngomano the river is joined from the south-west by the Nieude. Here Dr. Livingstone crossed the Rovuma, and remained some time with the Chief at the confluence.

The country to the north had been pillaged by the Maviti, a marauding Zulu tribe, now settled to the west of Nyassa; this, added to a general drought, rendered provisions scarce.

All the camels and many of the buffaloes had by this time died from the bite of the tsetse fly; the men were therefore forced to carry loads, and a considerable amount of baggage was left behind.

Leaving this place, they followed a westerly course, and after a day's march again saw the Rovuma for the last time.

On the third day, having passed grassy plains and forest, they ascended hill slopes clothed with bamboo jungle. On the seventh they were at Matarika, a small Waiao village, where they stayed two days.

Four days from Matarika they came to Mataka, a powerful Waiao Chief, having much cattle, and governing a populous district.

On leaving Mataka, after a considerable stay, Dr. Livingstone lost eleven of the Bombay Sepoys, and two of the educated Africans who accompanied him: his party was thus reduced to twenty-three.

After eight days' march, they came to Makata, not far from Lake Nyassa. The border of the lake presented a flat sandy shore; it seemed to be about six miles wide, and the opposite shore a white sand, and no mountain of any consequence near, although large hills rose to the south. From the natives of a small fishing village under Makata four canoes were hired, in which the party crossed. Embarking in the morning, they had all landed by noon; the water was shallow, and the canoes propelled by means of long bamboos, paddles being used only at intervals.

There is certainly no part of the Nyassa south of latitude 11°, which corresponds with this description; throughout the 200 miles formerly explained, it was found a deep blue lake, and at the only point at all narrow enough to allow of their crossing in the time mentioned, it is not only deep, but has a mountain ridge not far off its western shore. Besides the head Johanna man, our present informant was formerly one of the party on the Shire, and accompanied Dr. Livingstone on foot beyond the point referred to; and as he positively asserts that the old route lay far south, I have little hesitation in placing the spot where the lake was crossed in the unknown northern extremity, or about 10° 30′ south latitude.

There is a dilatation of the River Shire soon after it escapes from the south end of Nyassa, much resembling what has been represented, and I doubt not this is the river I heard of as coming from a marsh near Mpunda. The account I received when on Nyassa, in latitude 11° was, that "Lisia, Kendorve, Photo, Shimgo, Matete, Mapunda, Chisanga, and Nkaramba," were the various places passed in going round the north end of the lake from where I then was, to a point opposite.

I was told that Chikamba, the Chief of Lisia, fought with the Maviti, that at Mapunda a river entered from a marsh, but that the lake ended before Mapunda was reached.

There is good reason to think that Mapunda (or Kampunda), where Livingstone landed, is the same place as that I heard of in 1861.

From Mapunda Dr. Livingstone went to Manenga. After ten days' march west beyond, he crossed in canoes over a marsh. Thus he left the shores of the lake; and as his first object was to settle the extent northwards of Nyassa, we may presume that he had now done so, and was on his way to Ujiji, perhaps by way of Cazembe.

He would seem to have followed out the course mentioned in his letter of 18th May, wherein he announced the intention of going on at once from Nyassa for Tanganyika, if his operations on the former were successful.

Leaving Manenga, where they were well treated, a desolate country was entered, a region scoured by parties of Maviti, who are at constant war with their neighbours. At the last outpost of the lake people Dr. Livingstone was told that the Maviti were then near.

On the morning of the second day's march from Manenga about 9 A.M., when crossing a level plain, with grass three feet high, and scattered bush and forest, a band of Maviti suddenly appeared, and are said at once to have attacked, regardless of the loss of the foremost as they dropped to Dr. Livingstone's shot. The educated African boys were, as usual, near Livingstone, while Moosa with the Johanna men followed at a short distance behind. On seeing that something was wrong, Moosa went forward, and from behind a tree observed three Maviti close upon Dr. Livingstone, who was at the time endeavouring to reload his gun: while thus occupied he was cut down by a blow of a battle-axe, which divided the bone of the neck. Moosa fled, and with him the other Johanna boys. It seems that being behind at the time, and concealed in the bush, they were not observed by the Maviti. However this may be, they say they were not pursued to a distance, but lay concealed, and towards evening came up cautiously to see if the loads still remained where they had cast them down; finding none, they advanced and saw Dr. Livingstone's body where Moosa had seen him fall, the upper clothing stripped and carried off, as were also his gun and everything he carried. Near him were several of the African boys dead, and in front lay two Maviti. Having buried the body of their leader they left the spot, and after a time re-crossed the lake at Kampunda; but so confused is their story that it is impossible to indicate their path to Keelwa further than that it lay north of that by which they went.

(Signed) JOHN KIRK, *Vice-Consul.*

No. 113.

Acting Consul Seward to Lord Stanley.—(Received March 18.)

My Lord, *Zanzibar, January* 26, 1867.

I HAVE the honour to inform you that, in pursuance of an intention expressed in my last despatch concerning the asserted death of Dr. Livingstone, I have personally made inquiries amongst the traders of Keelwa Koinga and have gathered information there which tends to throw discredit on the statement of the Johanna men, who allege that they saw their leader dead.

The evidence of the Nyassa traders strengthens the suspicion that these men abandoned the traveller when he was about to traverse a Majili haunted district and, for ought they know to the contrary, Dr. Livingstone may yet be alive.

I purpose sending details by the next mail, and have, &c.

(Signed) E. EDWIN SEWARD.

No. 114.

Acting Consul Seward to Lord Stanley.—(Received May 17.)

(Extract.) *Zanzibar, March* 15, 1867.

HIS Highness Syud Majid, the Sultan of Zanzibar, at the solicitation of Her Majesty's Consul, has freed 711 souls working under the condemned slave labour contract of an English sugar-planter (H. A. Fraser and Co.).

Their freedom carries but one obligation; they must work for some one—for whom they list, but for some one. Their wages are their own, and their liberty and civil right as free folk inalienable.

I have tried, and I trust I may succeed, to induce the Sultan to impose one other condition,—that no slave freed under this act of grace shall ever possess a slave; for the freed man's ability to work vicariously through his slave is destructive of all the invigorating influence that should spring from liberty.

No. 115.

Acting Consul Seward to Lord Stanley.—(Received May 17.)

My Lord, *Zanzibar, March 22, 1867.*

I HAVE the honour to inclose a copy of my despatch dated October 25, 1866, to the address of Her Majesty's Secretary to the Government of Bombay.

I have, &c.

(Signed) G. EDWIN SEWARD.

Inclosure in No. 115.

Acting Consul Seward to the Chief Secretary to Government, Bombay.

Sir, *Zanzibar, October 25, 1866.*

IT will be remembered that a party of eight sepoys were dismissed from the Livingstone expedition at Mataka, two* days' march from Lake Nyassa; an English-speaking Narich boy returned with them.

They were able to tell us at what cost of human suffering, at what price of crime, the domestic institution of slavery at Zanzibar is sustained; through what trouble and anguish the enslaved must pass before he can be "made happy" at Zanzibar, before his condition can be improved there, or amongst the Somali, or Arabs of the Gulf, before he can add to the wealth of our capitalist by labouring upon the present or future sugar plantations of Zanzibar.

We left Mataka with the slave-caravan of one Sulliman, an Arab. His band numbered 300 slaves, besides porters and servants, but there were many other smaller bands varying in number; altogether there started about 900. It seemed one great regiment.

The slaves were yoked together in line, with forked sticks, their hands bound; women and children were simply bound.†

We set out at daylight, and pitched camp at about 3 o'clock in the afternoon.

The slaves were compelled to sleep in either rows, head to head, under a central bar, to which the ends of their forked sticks were lashed; or they were arranged in groups of from five to ten, in such a manner that their sticks could all be brought together in the middle of the group and lashed.

They had to sleep upon their backs, their wrists bound before them, helpless and unable to move; they passed their urine and ordure where they laid.

They were fed once a-day with boiled jowarree and water.

They were cheap: an adult cost two yards of common cotton cloth; a child one yard.

They were urged forward on the march like cattle; beaten about the face and head. We witnessed many murders—many deaths; and the path was strewn with the bodies of those who had been killed.

When we passed up with Dr. Livingstone, the road stunk with the way-side corpses; it was so again when we passed down.

Every day we came upon the dead, and certainly we witnessed not less than a hundred deaths.

Men were either killed by the club, or the dagger, or strangled.

I, with my own eyes (Reuten speaks), saw six (at different times) men choked to death: the victims were forced to sit leaning against a tree, a strip of bark or a thong was looped around the throat and stem of the tree, pulled taut from behind, and the slave strangled.

* Incorrect.

† "2,446 slaves have reached Zanzibar since the 11th of October, date of Sepoy's arrival, it is now the 25th October."—See Cover of Livingstone's Book.

I saw not less than fifteen slaves clubbed to death by heavy blows between the eyes (which bespattered their faces with blood) or upon the head.

Children were felled in this way, and put out of life by repeated blows on the head.

I have seen a porter in mercy carry a sick slave,* but some who were so thin and worn that they could not walk, and whose death was certain, were tossed aside into the bush.

Others who had been so mercilessly beaten that but little life remained in them were unyoked, and with a kick and an oath thrown aside to take their chances in the wilderness.

An infant, not long born, was torn from its mother's breast, and pitched, screaming, into the bush. She was dragged relentlessly along.

These things were done by the servants of the Arab owners, but always by the Arab's order. One Arab was very cruel. We saw his cruel nature in his face.

The large and valuable tusks were not carried by the slaves, they were borne along by porters or the servants of the Arabs; the small tusks, so light that they could easily be carried in one hand, were carried by a few, not all, of the slaves.

The Naigue of the Sepoys gave much the same account as Reuten, but he declares to more numerous murders. In addition to the club and the noose he saw the dagger used to despatch victims who either could or would not move along with the caravan.

The other sepoys gave similar testimony.

These atrocities happened after the slaves had been collected at Mataka; but what of the crimes that waited upon their original capture?

If we ponder upon the matter—if we allow our minds to dwell upon the accumulation of horrors that are begotten of the enslavage of the 20,000 or 30,000 Africans who yearly do reach the coast alive, is it possible to recognize any political necessity so great, any commercial interests so valuable, any right of the Arab to enslave the African so absolute, any hope of ulterior good to Africa from the continuance of this sin-encompassed Traffic so well founded, as to justify its tolerance by a great Christian nation which has the power wholly to prevent it.

I have, &c.
(Signed) G. EDWIN SEWARD.

No. 116.

Acting Consul Seward to Lord Stanley.—(Received May 17.)

My Lord, *Zanzibar, March 22, 1867.*

ON the departure of the Johanna men for their homes, I addressed a letter to their Sultan, begging him if possible to ascertain from them the truth as to Dr. Livingstone's alleged death; I also solicited the good offices of Mr. William Sunley, late Her Majesty's Consul at Johanna, to the same end.

Thoroughly familiar with the language and idiom of the people whom he was about to interrogate, I felt that Mr. Sunley would evoke a more faithful narrative of their adventures than I perhaps had been able to record at Zanzibar.

It was hoped, too, that whilst a wholesome fear of their Ruler might not be without its effect upon the truthfulness of their story, the detection of any radical discrepancies between their evidence at Zanzibar and their statements at Johanna would shake that belief in the traveller's death which a fair account in their twin narrations would, on the other hand, tend to confirm.

My Lord, there are no such discrepancies, and the results of Mr. Sunley's inquiries, which I now beg to submit, are further verified by the knowledge that up to this time, as far as I know, no sign of Livingstone's continued existence has reached the coast.

The claim of the Johanna men for wages far exceeds the balance in hand, the residue of a small sum left here by Dr. Livingstone to pay current expenses.

I would beg instructions as to how these claims are to be met, and to whom the expenditure is to be debited.

I have, &c.
(Signed) G. EDWIN SEWARD.

N.B.—A statement of account will be forwarded by the next opportunity.

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* N.B.—Possibly one of some promise as a speculation.

Inclosure 1 in No. 116.

Mr. Sunley to Acting Consul Seward.

Sir, *Johanna, February* 23, 1867.

THE Johanna men who have returned from Livingstone's expedition give the following account of their journey and of the attack of the Maveta in which the Doctor was killed:—

"We crossed the Ravanoo at Gomaroo or Mabangania, where another river enters the Ravooma. The camels and the other animals were all dead, and the guide who was engaged at Mahindanoo received 20 dollars and was dismissed.

"We journeyed towards the west, and arrived at Malaha; then the Doctor sent back the people from India because their legs were swollen, and they could hardly walk. There now remained with the Doctor nine Africans and nine Johanna men. We think we reached Matrata about three months after we had started from Makindanoo. After several days we came to Motraba, distant about eight miles from the Nyassa. We slept near some fishermen's huts at the side of the Nyassa, and in the morning crossed the lake in canoes, and arrived at Honda, on the other side, at sunset. Ponda is a large town with plenty of people. We stopped there one day and one night. Two days after leaving Ponda we came to Malinga, and in two days more arrived at Naroosivra in Nyassa country. The village was destroyed, and we did not see any people there. We slept a short distance from Nakoosoora. Before starting the next morning, the Doctor again told us to keep up with him and the Africans, as we were near the Maveta, and if we were far behind he could not tell if anything happened to us, and he bid Moosa see that we did not lag behind. But our loads were heavy, and we could not keep up with the Doctor and the Africans, whose loads were lighter than ours. The path we were following wound among high grass and bushes. The Doctor and the Africans were a-head, Moosa a little distance behind them, and the rest of us were about five minutes behind Moosa. About noon, Moosa heard the cry of Maveta, Maveta, from the Africans, and hastening on saw a number of men rushing on the Doctor and the Africans. Three men made for the Doctor, who shot two of them, but the third creeping behind struck the Doctor down with a hatchet. Moosa fired at the man, and ran back to us, and shouted to us to throw down our loads and run, as the Doctor was killed by the Maveta. We ran as fast as we could among the grass and bushes, and when we stopped to breathe, we thought it foolish to fly like hunted beasts, and that it would be better to go back to where we started, as we did not know the direction we had taken, and might come upon the Maveta again. We returned very cautiously, and at sunset reached the spot where the Doctor was killed. We found the body of the Doctor stripped of everything but the trousers, the bodies of the two Maveta that he had shot, and the bodies of four of the Africans, but we could not find a single thing belonging to the Doctor or to the party. We scraped a hole in the ground and buried the Doctor, and then started off as fast as we could go for Honda. We travelled night and day, living on fruits and berries, and sometimes getting a little corn from Arabs whom we passed with gangs of slaves, and after suffering much from hunger, and narrowly escaping from Maveta two or three times, we reached Keelwa. We told the Governor of Keelwa what had befallen us, and he gave us food and cloths, and sent us to Zanzibar. We do not know what became of the five other Africans, but suppose that they ran away as we did.

"We could not again find the place where the Doctor is buried; there are no trees or hills, or any marks which would enable us to know the place again; it is in a large flat like the sea. We wished very much to find some papers or articles belonging to the Doctor, but we have not even a pin.

"Moosa does not know how many men attacked the Doctor and his party, but there were a great many. Moosa was the only one of us whose gun was loaded when the Maveta appeared. Our powder was tied up with the loads, and we could not get it quickly. The Doctor was told at Honda that the Maveta were in the country through which he was going, but he only laughed. There were many parties of Maveta scattered through the country on our way to the coast; we saw many villages burnt, and many dead bodies. Our guns were taken by the Governor of Ponda."

This account agrees with what they have told the Sultan and Seedy Drayman, and I believe their story; and, unless some of the Africans survive and return, we shall learn nothing more of Dr. Livingstone's fate than what Moosa and his comrades have related.

I remain, &c.

(Signed) WM. SUNLEY.

Inclosure 2 in No. 116.

Mr. Sunley to Acting Consul Seward.

My dear Seward, *Johanna, February* 23, 1867.

YOUR letter and the Johanna men did not get here until the 24th of last month.

I can learn nothing more of Livingstone than you will find in the account which I send you. If for a moment I question the truth of their tale, it is only because I am unwilling to believe that Livingstone, after going through so many perils, should perish so miserably. He was killed on the first or second week of October, they say 135 days from to day; but their reckoning of time is not to be relied on. They say they could not find again the spot where they buried Livingstone, and have nothing belonging to him or to the expedition.

I remain, &c.
(Signed) WM. SUNLEY.

Inclosure 3 in No. 116.

Mr. Sunley to Acting Consul Seward.

Sir, *Johanna, February* 22, 1867.

SULTAN ABDULLAH has requested me to inform you of the terms on which the Johanna men were engaged for Dr. Livingstone, and to ask you for the payment of their wages.

I beg to inclose a copy of the agreement which they signed before me on the 9th of March last. They claim to be paid up to the 24th January, the day on which they returned to Johanna, and the sum due to them would be as per note, 501 dollars 50 cents.

If you will send me this amount, or pay the same to Messrs. Oswald and Co. for my account, I will settle with them; I have paid them 59 dollars. Moosa Combo died after Dr. Livingstone was killed; his family have applied to me for his wages.

Towalia deserted at Zanzibar.

I remain, &c.
(Signed) WM. SUNLEY.

NOTE of Wages due to the Johanna Men engaged for Dr. Livingstone.

	Dols.	c.
Moosa, 10½ months, at 10 dollars	105	0
7 men, 10½ months, at 7 dollars each	514	50
	619	50
Less 2 months advance	118	0
	501	50

Inclosure 4 in No. 116.

WE hereby engage to accompany Dr. Livingstone into the interior of Africa, and to serve him as porters, boatmen, or in any other capacity, for a period of twenty months, for the sum of 7 dollars each per month; Moosa to receive 10 dollars per month. And we acknowledge that we have received two months' pay in advance.

(Signed) MOOSA.
TOWALIA (deserted).
MAHOODA.
ALLI BACHARI.
MADDI MIRAJI.
ALLI MUDDI.
MADDE MOOSA (dead).
MOOSA COMBA.
JUMA TOORA.
ALOE HAMJA.

Witness to signatures:
(Signed) SEEDY DRAYMAN.

Engaged before me, at Pomony, Johanna, this 9th day of March, 1866.
(Signed) WM. SUNLEY, *Her Majesty's Consul.*

No. 117

Lord Stanley to Acting Consul Seward.

Sir, *Foreign Office, June* 14, 1867.

HER Majesty's Government have read with great satisfaction your despatch of the 15th March last, in which you report that the Sultan of Zanzibar has, at your instigation, liberated 711 slaves who were working under contract with Messrs. Fraser and Co.

The question respecting the employment of slaves by that firm having been thus happily settled, I have to instruct you to inform Messrs. Fraser that Her Majesty's Government will not adopt any proceedings against them, nor enforce any penalties which they have incurred by the violation of the British laws for the prevention of the Slave Trade, provided that they will undertake on their part to abstain for the future from all similar offences.

It will be your duty, however, while interfering as little as possible with any arrangements that may be made to prevent these newly-emancipated negroes from leading a life of idleness, to see that their freedom is really guaranteed to them, and that they are not reduced again to slavery.

I avail myself of this opportunity to inquire whether any of Her Majesty's Indian subjects in Zanzibar are in the habit of holding slaves, or of otherwise infringing British laws for the suppression of the Slave Trade.

You are doubtless aware that a few years since Colonel Rigby, her Political Agent and Consul at Zanzibar, procured the release of a large number of slaves who were held in bondage by British Indian subjects settled in Zanzibar, and it would be satisfactory to know that the steps taken by Colonel Rigby have proved effective to prevent a continuance of the abuse by Her Majesty's Indian subjects of British laws for the suppression of Slave Traffic.

I am, &c.
(Signed) STANLEY.

No. 118.

Lord Stanley to Acting Consul Seward.

Sir, *Foreign Office, June* 21, 1867.

I AM directed by Lord Stanley to acquaint you, with reference to your despatch of 1867, that Her Majesty's Government are quite prepared to testify their sense of the handsome conduct of the Sultan of Zanzibar in liberating the 711 slaves, who were in the employ of Messrs. Fraser, by making His Highness a present in special recognition of his enlightened and generous conduct on this occasion.

His Lordship observes that you recommend that a portrait of the Queen should be presented to His Highness, but on referring your recommendation for the opinion of the Secretary of State for India, Sir Stafford Northcote, while concurring in the policy of making a present to the Sultan as an encouragement to His Highness to pursue a liberal policy in regard to the Slave Trade, at the same time suggest that a present of arms, or a diamond ring, would be a more suitable gift under the circumstances.

Before, therefore, coming to a decision in this matter, Lord Stanley would be glad if you would reconsider this question, and report to his Lordship your opinion upon Sir Stafford Northcote's suggestion.

I am, &c.
(Signed) STANLEY.

No. 119.

Lord Stanley to Acting Consul Seward.

Sir, *Foreign Office, July* 10, 1867.

WITH reference to that part of your despatch of the 22nd of March last, which relates to the payment of the wages due to the Johanna men lately attached to Dr. Livingstone's Expedition, I am directed by Lord Stanley to transmit to you the accompanying copy of a letter from Sir Robert Murchison, by which you will see that the Council of the Royal Geographical Society, who are liable for the wages due to the Johanna men, are of opinion that no payment should be made to them until it has been ascertained by the Expedition recently sent out that their report of the death of Dr. Livingstone is true.

I am, &c.
(Signed) STANLEY.

Inclosure in No. 119.

Sir R. Murchison to Mr. Egerton.

Sir, 15, *Whitehall Place, July* 1, 1867.

IN reply to your letter of the 3rd June, I have to state, for the information of Lord Stanley, that the Council of this Society have authorized me to inform his Lordship that, in their opinion, no payment should be made to the Johanna men, belonging to Dr. Livingstone's Expedition, until it has been ascertained by the Search Expedition, which has been sent out, that their report of the death of Dr. Livingstone is true.

I am, &c.

(Signed) ROD. C. MURCHISON.

No. 120.

Consul Churchill to Lord Stanley.—(Received September 26.)

My Lord, *Zanzibar, August* 14, 1867.

I HAVE the honour to inclose herewith, for your Lordship's information, an extract of my despatch of this day's date, addressed to the Chief Secretary to the Government of Bombay, with reference to the concession that I have succeeded in bringing the Sultan of Zanzibar to make, by which the work of Her Majesty's cruizers in their efforts to suppress the Slave Trade on this coast of Africa will, I trust, be considerably facilitated.

I have, &c.

(Signed) HY. A. CHURCHILL.

Inclosure 1 in No. 120.

Mr. Churchill to the Chief Secretary to Government, Bombay.

(Extract.) *Zanzibar, August* 14, 1867.

IN coming to Zanzibar, I was aware that the question paramount in importance, and the one that was most likely to occupy my serious attention, would be the suppression of the Slave Trade.

On taking charge of my new post I consequently made a point of reading up all that had been written by and to my predecessors on this important subject; and it became patent to me that whatever may have been, or may still be, the reasons for making an exception in favour of Sultan Majid to the rule adopted with reference to the Slave Trade, sooner or later measures would be taken on this coast, as elsewhere, for the effectual suppression of this nefarious Traffic; and my attention was particularly arrested by a paragraph contained in Earl Russell's despatch to Colonel Playfair of the 14th of March, 1864, which I shall beg leave here to quote.

Referring to the prohibition of the transport of slaves from port to port in Seyd Majid's dominions, Earl Russell says:—"If these measures are carried out in good faith by the Sultan and his authorities, you need not for the present insist on His Highness' entering into a Treaty engagement with Her Majesty's Government to prohibit the transport of slaves coastwise from one portion of his dominions to another; but you will not lose sight of this subject, and you will, should an opportunity offer, endeavour to induce His Highness to embody this concession in the existing Treaty for the suppression of the Slave Trade."

Earl Russell, further on, adds: "The object which Her Majesty's Government had in view in instructing Colonel Pelly to propose this measure to the Sultan was, to put a stop to the export of slaves by the Northern Arabs;" and, further, "that Her Majesty's Government do not claim the right to interfere in the status of domestic slavery in Zanzibar."

Now, when Colonel Pelly was instructed to insist, with Seyd Majid, on prohibiting the transport of slaves coastwise in the Sultan's dominions, it was well known that from 20,000 to 30,000 slaves were annually being imported into the Island of Zanzibar, and that this number by far exceeded the agricultural requirements of the island. On the other hand, when, at a later period, the Sultan prohibited the transport of slaves in his dominions between the 1st of January and the 30th of April—although the Sultan may have been in earnest in believing that effectual measures had been adopted to put a stop to the Slave Traffic with the North within his dominions—his good intentions were utterly frustrated by the adoption of different tactics by those engaged in the Slave Trade; for instead of purchasing, as before, slaves at Zanzibar, some went direct to Kilwa, and exported them thence direct to the coast of Arabia; while others—and, I am sorry to say,

many of the Sultan's own subjects—collected their slaves at Lamoo, to the North, or on the Island of Pemba, during the privileged season, to ship them off for Arabia when an opportunity offered, taking their chance of being arrested in their enterprise by the few cruizers on the station. Thus, although the Sultan's concession was one of peculiar importance at first, it became in the course of time completely nugatory. Thence it became evident that the time had come for Earl Russell's instructions to be pressed on the Sultan for his acceptance.

The relations between His Highness and Her Majesty's Agency, thanks to the tact and amiable disposition of Dr. Seward, were of the best.

In my conversations with the Sultan, and with his Chief Secretary, Sheikh Suliman, I made a point of making His Highness understand the necessity of proving to Her Majesty's Government his earnestness to co-operate with us, and I did not fail to make him see that, sooner or later, the transport of slaves coastwise would have to be prohibited.

I told His Highness that Her Majesty's Government did not claim the right of interference in the status of domestic slavery in his dominions, but that if domestic slavery was his sole object, I looked upon the liberty his subjects enjoyed in virtue of treaty, of carrying slaves from one end of his dominions on the coast of the other, as totally incommensurate with the object in view, inasmuch as his subjects could procure enough slaves from the coast opposite Zanzibar to supply the agricultural wants of the island, and therefore, if he was sincere in his assurances of friendship and fellow-feeling with us he could not refuse to reduce the limits within which the transport of slavery for domestic purposes would be permitted, and I pointed out to him on the map Ras ya Dege in south latitude 7° as the southern, and Membas, in latitude 4°, as the northern limit, between which points he might have the privilege of transporting slaves without interference, provided he agreed to abandon the rest.

His Highness did not appear surprised at the magnitude of my demand, comprising as it does, three-fifths of his seaboard. He appeared to have been quite prepared for this demand, and he promised to assemble his Court Council, and bring his reply in person to Her Majesty's Consulate in two days.

On the day appointed the Sultan came, and taking me apart with his Secretary expressed himself thus :—

"What you have asked on the part of Her Majesty's Government is no small concession; it is more than we ever expected to be called upon to concede, and we therefore had to consult our Council of Chiefs of the tribes on the subject. When your propositions were laid before them they were surprised, and pointed out the detriment that such a measure would give rise to, as well to the public treasury as in other respects which it would be too long to enumerate. But they all admitted that the English Government must be satisfied, and we therefore accept your proposition, but will do so on one condition, which will only cost the British Government one word." His Highness went on to say, "My brother Seyd Theweynee has, as you are aware, been foully murdered by his own son, who is now on the throne of Muscat. I only ask of the English Government to permit me to proceed to Oman to seek my brother's blood at the hands of Salim, his murderer. If this be too much, and it be decided, contrary to our holy law, that Seyd Salim shall reign in peace in his father's kingdom, then all that we solicit of Her Majesty's Government is that we hear nothing more of Salim, the murderer, or of his claims."

I replied to his Highness, that with regard to his request to be allowed to avenge the murder of his brother Theweynee, apart from the consideration that in asking for the blood of Salim, he might be suspected of wishing to profit by his own brother's murder, I ventured to think that his Highness' vengeance, in comparison with the punishment that God could award the murderer, if he so pleased, would be very small. That already Salim, from the accounts I had received, was feeling the effects of remorse; that he could neither eat nor sleep in peace, fancying he sees his father's ghost in everything that surrounds him; that already his people are against him, and Seyd Turkee at the gates of Muscat.

For precision's sake I have caused the Sultan's declaration to be put down in writing, and I have the honour to transmit it herewith inclosed, in translation, for the information of the Right Honourable the Governor in Council.

The importance of the Sultan's concession his Excellency will readily appreciate when I repeat Captain Pasley's words, that it is the most complete check to the Slave Trade that will have been effected since Her Majesty's Government commenced to suppress it. I beg leave to inclose a copy of Captain Pasley's letter to me on this subject.

It now, indeed, as the Senior Officer on the station says, remains for Her Majesty's

Government to follow up the blow so hardly dealt to the Slave Trade, to annihilate it altogether; and I venture to say, that it will cost less in men and money, to do it effectually, than to attempt to do it by inadequate means as before.

Inclosure 2 in No. 120.

The Sultan of Zanzibar to Mr. Churchill.

(Translation.)

IN the name of God. You have asked of us in the name of Her Majesty's Government the reduction of the limits allowed us by the Treaty between the British Government and our father the Imam, within which we are at liberty to carry slaves, so that the limits within which we shall be enabled to transport slaves in future by sea shall be comprised between Cape Dege and Matepa,* including the islands of Pemba, Zanzibar, and Chewley,† with permission to Her Majesty's cruizers to seize any vessel on the shores of Pemba, that may be found there without a pass or colours, and that may have slaves on board without permission, and having seized it to bring it to you at Zanzibar for adjudication; and provided also that Chewley being beyond Cape Dege, special vessels be appointed to carry thereto the slaves the island may require for itself, with this understanding: that Her Majesty's cruizers shall cease to molest or interfere with the shipping of our subjects within the said limits.

We have, in consequence, assembled the members of our Council, and have acquainted them with your request. They were all of one accord in saying that your proposition would prove very detrimental to our Government in many ways which it would be too long to enumerate, but that, nevertheless it was incumbent on us to satisfy the British Government.

But we also have something to ask of the British Government which will cost them nothing to grant us, and that is, we be allowed to avenge on Salim the murder of our brother, and if this be found difficult to allow, we beg of the Government that we be no longer asked to pay the subsidy or any of the claims forwarded to us, for our own claims in Oman are greater than those put forward against us in Zanzibar. Be this known. Written on the 13th Rebbi ussame, 1284.

From your friend Majid-bin-Said. In the Sultan's own handwriting.

If the exalted Government accepts the wishes you have expressed to us and those we have ourselves expressed, and they be pleased with them, we will either add them to the original Treaty, or sign a new one, just as they please.

Inclosure 3 in No. 120.

Captain Pasley to Consul Churchill.

Sir, "*Highflyer*," *at Zanzibar, August* 13, 1867.

I HAVE the honour to acknowledge the receipt of your letter of to-day's date, in which you request me to express my opinion as to the effect that certain measures, in contemplation between yourself and the Sultan of Zanzibar, would have on the Slave Trade, namely, the abandonment by the Sultan in our favour of His Highness' rights over the territorial waters of those parts of the Eastern coast of Africa comprised between Membaza and the northern limit of His Highness' dominions, and between Cape Benillen and the southern extremity of the Zanzibar territory and the islands belonging to His Highness except that of Zanzibar and those on the immediate coast between Membaza and Cape Benillen.

Should your negotiations succeed, I have no hesitation in saying it will be a more complete check to the Slave Trade than has ever been effected since Her Majesty's Government commenced to suppress it, and it will be our fault if the Slave Trade between Zanzibar and Arabia is not effectually stopped. This will require, of course, a larger number of cruizers in the immediate vicinity of Zanzibar than heretofore, but I should think that were the coast of Africa from Mogadoxa to Membaza, and from Cape Benillen to Cape Delgado, as well as the islands of Pemba and Monfia, strictly guarded all the year round, no slavers could possibly run either to Arabia and the Persian Gulf, or to the Red Sea.

My reason for thinking this coast ought to be guarded all the year round is, that I

* Nine miles north of Membas. † Monfia.

have learnt that almost all the slaves of the Red Sea run from this coast during the north-east monsoon, and that the actual export of slaves from the Zanzibar territory is not confined to the period of the south-west monsoon, when the Red Sea dhows are unable to beat up the Gulf of Aden.

I have, &c.
(Signed) T. M. SABINE PASLEY.

No. 121.

Consul Churchill to Lord Stanley.—(Received November 23.)

My Lord, *Zanzibar, September 28, 1867.*

A NATIVE boat being on the point of leaving this for Makulla, near Aden, I hasten to transmit to your Lordship the copy of a despatch of this day's date that I have addressed to the Chief Secretary to Government, Bombay, acquainting him with the intelligence gathered within the last two days from people who have come from the interior of Africa, with reference to a white man having been seen seven months ago at a place called Marungu, 650 miles due west of Zanzibar.

Since writing the accompanying despatch, the slave on whose information more particularly the belief of Dr. Livingstone being alive may be based, has, among a hundred photographs, recognized the portrait of Dr. Livingstone, the man he saw at Marunga.

This is indeed glorious news; and Dr. Kirk and I leave this for Bagamoyo as soon as possible to gather further information from the other members of the caravan to which the slave in question is attached.

I have, &c.
(Signed) HY. A. CHURCHILL.

Inclosure 1 in No. 121.

Mr. Churchill to the Chief Secretary to Government, Bombay.

Sir, *Zanzibar, September 27, 1867.*

DR. KIRK has been good enough to show me a letter that he has lately received from Mozambique, stating that the expedition sent from England in search of Dr. Livingstone had, according to a letter dated the 20th August, reached the mouth of the Zambezi, and one of the steamers in which the Expedition had embarked: the smaller one, had proceeded up the river, while the larger one had remained at the mouth of it.

On the other hand, a Banian has just arrived here from Bagamoyo stating that, from accounts he has received from people coming from the interior of Africa, a white man had been seen in Rua, quite alone and engaged in no trade.

This Banian has been examined by Dr. Kirk, together with a slave who has seen the white man; and I cannot do better than give you Dr. Kirk's report on this subject in hs own words.

The ship that conveys this despatch leaves in half an hour, and there is no time for further investigation; but Dr. Kirk or I will go to Bagamoyo, if necessary, to learn more on this interesting subject.

I have, &c.
(Signed) HY. A. CHURCHILL.

Inclosure 2 in No. 121.

Statement made in the Suaheli language before Dr. Kirk, Her Majesty's Vice-Consul, by a Native lately returned from the Interior of Africa.

THE caravan to which this native belonged left Bagamoyo and followed the usual trade route by Magara, Urori, and Wemba, to Marungu. While they remained in one of the villages of Marungu a white man came from the south, having with him a party of thirteen natives, who spoke Suaheli. He was of moderate height and not stout, was dressed in white, and wore a piece of cloth folded round his head. His party were all armed, six with double-barrelled guns, the remainder with flint muskets.

This white man gave the Chief a looking-glass, and on being offered ivory in return declined it, saying that he was not a trader, but was passing on to the next Chief, but that he would accept any small thing as a token of friendship. To a Balooch of the trading party he gave a pistol; but whether this man is now in Zanzibar is uncertain.

It is now seven months since this white man was seen in the country of Marungu.

Our informant gives the following particulars of his return route:—

Marungu is a level country. There are two rivers in it; one, the Chambezi, is full of hippopotami; the other is smaller; in both the water flows gently to the north.

The Head Chief of Marungu is named Kitumbwa. There are four others, viz., Chuga, Kasouzo, Charika, and Chauza.

From Marungu to Wemba is seven days' march. The Chief of Wemba is named Chubananga; there are under him Mivamba, M'tuka, Mwirwa, Marurani, and Kombe. From Wemba to Mambwe is two days; to Umyamwanga seven days; to Wiwa two days. Nitra is close to Wiwa. From Nitra to Uraga three days; to Mafua three days; to Urori one day. From Urori to Uhehe is one month; to Usagara three days.

This statement was made only two hours before the departure of the mails. The Banian who brought our present informant also states that at Bagamoyo there is a rumour that a white man has been seen alone in the country of Kuwa,* to the west of the Sea of Ujiji.

It will be necessary to go to Bagamoyo for the purpose of obtaining further information.

(Signed) JOHN KIRK.

Zanzibar, September 28, 1867.

No. 122.

Consul Churchill to Lord Stanley.—(*Received December* 12.)

My Lord, *Zanzibar, October* 5, 1867.

DR. KIRK and I have just returned from Bagamoyo.

The news that a European had been seen at Marungu, is confirmed by two other eye witnesses, Ramjee, one of the head men of a caravan of sixty men, and Meshaka one of its members.

Dr. Livingstone's photograph was not, it is true, recognized by either of these, but great allowances must be made with Africans on this score. Ramjee informed us, on the other hand, in a very circumstantial manner, that he had lived for five days, within a few hundred yards of the house in which this traveller was quartered; that this traveller, a white man, dressed in European clothes, was provided with scientific instruments, and that he did not trade, and, further, that he had left M'tuka's village, or district, for that of Moamba, a neighbouring chief, whose feudal estates were to the north of those of M'tuka.

When Ramjee was asked how it was that this European traveller had not given him any letters for the coast, knowing, as he must have done, that his caravan would shortly proceed thither, he at once replied that letters had been given to Bundouky, of the same caravan, who had represented himself as one of the Consul of Zanzibar's servants. I at first considered this assertion as an unpardonable presumption, but since my return to Zanzibar, I have learned from Ludda Damjee that this Bundouk was one of the men who accompanied Captains Burton and Speke on their first expedition to the Tanganyika.

This traveller was further described as being acquainted with the Soahili tongue, which he spoke with the Nyassa idiom.

That a European traveller has been seen at Marungu, or in the country of Wemba, (which may be the same thing, as frequently in those regions, a man's name passes for the name of a country) in a country that has hitherto been unexplored, for these names are not to be found in any map, is a fact beyond doubt. To all appearances this enterprising traveller is Dr. Livingstone and no other. But how then is one to account for the story of the Johanna men, that he was killed? I take it that it was got up by these men in order to get paid wages that were, perhaps, not due to them, having most likely abandoned their master; and Dr. Seward, Her Majesty's Acting Consul, was justified in refusing to pay them before their assertion was confirmed. Nothing positive can, however, be said before the letters, that are now on their way, reach us. The expedition in search of Dr. Livingstone was not yet out of England when these people saw the white man at Wemba and he was, moreover, alone; but however this may be, we have this consolation, that,

* Uruwa, in Captain Speke's map.

with a little patience, we shall soon have this doubt cleared up, and instructions have been repeated along the coast, to inquire of the caravans that are daily coming in with ivory, if anything more can be learned of this traveller.

I have, &c.
(Signed) HY. A. CHURCHILL.

P.S.—I have the honour to inclose, for your Lordship's information, the depositions of the individual catechized by me at Bagamoyo on this important subject, together with Dr. Kirk's valuable appreciation of the facts before us, and his version of the above depositions written down by him from the Soahili, in which they were made.

H. A. C.

Inclosure 1 in No. 122.

Statement made by Ramjee, and taken down on the spot by Mr. Churchill as it was translated to him in Arabic by the Sheik of Bagamoyo.

MY name is Ramjee. I am one of the head men of a caravan that left Bagamoyo in the month of Ribbi-ul-ewwel of last year. We were sixty, all told, when we started, and seventy when we returned. We were exactly thirteen months, from the day of our departure from, to the day of our return to, Bagamoyo; and the most distant point we reached was Wemba. The object of our journey was to collect ivory, and we remained three months in Marungu for this purpose. The Chief of Marungu is Ketimba, but the most powerful Sultan of that neighbourhood is Kasundzo. Our business was with Ketimba, who trades, while the great Chief does not. Besides these two Chiefs, there are others, namely, Chungo, Charika, and Reebueh; they inhabit villages within three hours' distance of each other; but the great Chief's abode is a day's journey off.

Being asked to delineate the country to which he has referred, on the sand, Ramjee says that Mukomopee (the lad whose information was given at Zanzibar) could do so better than he could; and Mukomopee sat down on the ground accordingly, and drew a line on the sand, which he named the Tanganyika. At one end of this line he placed Ujiji, at the other end Nyassa. From the middle of the Tanganyika he drew a line, which he described as a narrow river running towards the Chambesé; and he placed Marungu between this river and Ujiji, and Itawa on the other side of Tanganyika.

The statement of Ramjee is continued.

It would take about four hours to cross the Tanganyika, opposite Marungu, of which the waters are very deep. The river leading to Chambesé is narrow, about twenty or thirty yards wide. It goes far, but he does not know how far. Its water is not very rapid. Chambesé is in the country of the Wemba.

Saw a white man in the territory of M'tuka, in the country of Wemba. Twelve men with him, some of whom understood Soahili. M'tuka offered this white man ivory, as a present; but he refused it, saying he was no trader, and accepted a cow in lieu thereof. He gave a looking-glass (about 1 foot by 1 foot and a half), a tin box, two pieces of red cloth, and 8 theru'as (4 yards) of white flannel, in return. He was dressed in white; his trousers and coat were both white, and on his head he wore a cap. Deponent thinks it was black, but he also saw it with a white cloth round it. Cannot tell his age. Was neither stout nor spare, and of Mr. Churchill's stature (5 feet 7 inches).

Deponent says he was at Wemba some time before this traveller arrived. The latter only remained there five days, and left for the dominions of Moamba, M'tuka's brother. Moamba is a more powerful Chief than M'tuka. The white man had twelve men with him, of whom, four carried boxes, and three carried various other articles.

Deponent had frequent opportunities of seeing this traveller, being quartered within a few hundred paces of his house; but he could not tell which was his portrait in the album. Mukomopee could do that, he said; but the album was placed into Mukomopee's hands without his being able to recognise the features of the great traveller, as he had done at Zanzibar.

Deponent saw a compass and other instruments with the white man. Had spoken to him in Soahili, which he spoke like Dr. Kirk. Had told him that he, Ramjee, was going to the coast, but had not received letters, as these had been given to a man named Bundouky, who will be here in the course of a month. Does not know if the said white man was an Englishman or not.

Bagamoyo, October 2, 1867.

(Signed) HY. A. CHURCHILL.

Inclosure 2 in No. 122.

Statement made by Meshaka, and taken down on the spot by Mr. Churchill as it was translated to him in Arabic by the Sheik of Bagamoyo.

SAW a white man with M'tuka, who received as a present a looking-glass, a tin box, and other things, which he, deponent, cannot enumerate, not having seen them with his own eyes. Had heard that M'tuka had offered him ivory in return for these presents, which was refused.

The white man came in after their caravan, and remained there only five days, after which he went towards Chungu, in the west.

The distance between Tanganyka and Marungu is about five or six days. Deponent only saw the traveller once, and was unable to describe his features, not having seen them distinctly.

Bundouky has letters, for the conveyance of which he has received a present of cloth. He and Sherif are travelling together. Their native country is Kawelee, and they will be here in the course of a month. Bundouky had thirty men with him and Sherif forty.

Bagamoyo, October 2, 1867.

(Signed) HY. A. CHURCHILL.

Inclosure 3 in No. 122.

Vice-Consul Kirk to Consul Churchill.

Sir, *Zanzibar, October* 6, 1867.

AT your request I lay before you a few remarks on the evidence collected during the recent zisit to Bagamoyo, for the purpose of ascertaining the foundation of a story told in Zanzibar, that a white man had been seen in the interior of Africa, on which visit I had the honour to accompany you.

This tale, as you are aware, was first brought to Zanzibar by a Banian merchant, who heard it from the people of a caravan who were carelessly speaking in his shop. The Banian himself knew as little as his informants that any especial interest attached to what they said.

The first statement was made to me in Zanzibar by a negro of the coast who had accompanied the caravan referred to. His manner convinced me that he spoke truth, and was not inventing a story to please. The subsequent stories of his two companions, taken at Bagamoyo in your presence, agree with the first in all important points, and differ only in minor detail.

To my mind it has been placed beyond doubt that a white man was seen about six months ago in the country of Marungu, given in Captain Speke's map to the south of Tanganyka. He was certainly not an Arab, who in many parts of Africa are designated "Muzungu," or white men, as our informants are well able to distinguish, and are no doubt personally acquainted with many of the coast Arabs travelling in those parts. That he was a European appears from his dress, which consisted of white coat and trousers, with black cap.

The fact that he refused money and accepted food as a return for a small complimentary present, shows that he was no trader; while the compass and other instruments clearly indicate his true nature to be that of a scientific traveller passing quickly through the country northwards. The knowledge of Suaheli, or of cognate dialects possessed by himself and some of his companions, shows that both he and his men came from the East, and not the West, Coast of Africa.

We might, however, possibly think him some Portuguese traveller, had we any reason to believe that such had set out from the Zambesi or Mozambique, but we know of none.

We are therefore forced to the conclusion that, in all probability, we have now obtained information of Dr. Livingstone, who started from the east coast to explore the Lake Regions, and was last heard of on the shores of Nyassa. It would now appear that having overcome the difficulties of an unknown region, little, if at all, visited by caravans, he is now pushing north, and following his proposed route.

The description given by our informants of the white man seen by them in Urungu agrees well with Dr. Livingstone, except in the trifling particular of his having a beard, which he never wore on any of his former travels.

I have the honour to inclose a copy of the statement made to me in Zanzibar by

Mucomopee, in which you you will find it mentioned that a pistol was given to a Balooch at Marungu, whereas I now find that the Balooch's name is Bunduki, which means a gun.

I also add the statements of the two men, Remji and Mashaka, taken down by me as they replied in Suaheli to your questions translated from the Arabic.

I have, &c.
(Signed) JOHN KIRK.

Inclosure 4 in No. 122.

Statement made in the Suaheli language before Dr. Kirk, Her Majesty's Vice-Consul, by a Native lately returned from the Interior of Africa.

[See Inclosure 2 in No. 122.]

Inclosure 5 in No. 122.

Statement of Remji, a native Suaheli, one of the head men of a Caravan which went from Bagamoyo to the country of Marungu, for the purchase of Ivory, and returned to the coast one month ago; made at Bagamoyo, before Mr. Churchill and Dr. Kirk, on the 1st October, 1867.

REMJI was one of the head men of a caravan which went to Marungu for the purchase of ivory. Mukomopee, the native who spoke to Dr. Kirk in Zanzibar, was a servant in the same. The caravan numbered sixty on setting out from the coast, but returned when laden with ivory, seventy strong. They were thirteen months absent, including three months residence in the country of Marungu and Wemba. The feudal chief of Marungu is named Kasongo; but one of the minor chiefs, Kitimbwa, is the greatest trader, and is most visited by caravans. Chungu, Charika, and Kibwe, are minor chiefs, whose villages are about a day's journey apart.

Remji describes the country of Marungu as on the east of Tanganyika, which, he says, unites the sea of Ujiji and Nyassa. In the dry season the Tanganyika shrinks so that a man is visible on the other side, but during the rains, the surrounding country is flooded for a great distance. Itawa is the land on the opposite side. From the Tanganyika a small, narrow stream, flowing slowly, branches off through Marungu, to join the Chambezé, a river of considerable size, full of hippopotami, and navigated by large canoes. The course of the Chambezé, he says, is unknown, but he believes it flows to the ocean, after passing through many countries.

While the caravan to which Remji belonged, remained at the village of M'tuka, in the country of Wemba, a white man arrived, followed by eleven natives. He was a man of prosperity, wanted nothing. His dress consisted of white coat and trousers, he had a black cloth cap on his head, on which he sometimes tied a cloth, there was nothing further noticeable about it. He was not stout, about the height of Mr. Churchill (5 feet 7 inches), had a beard, and seemed to be young. Of his party, some spoke Suaheli; he himself could converse, but did so as a white man, and with the Nyassa idiom, like Dr. Kirk. M'tuka offered him a tusk, which he declined, but accepted an ox. He gave a rug, eight yards of flannel, an iron box, and a looking-glass. After remaining five days with M'tuka, he set out northwards, to the village of that chief's brother. Three of the party carried boxes, four had bags of beads, the others had miscellaneous articles. The white man had a compass, and other instruments which he used at night. Of this he (Remji) was aware, being at the time in the same village. He gave a letter to Bunduki, who was then trading in the same town, and who is expected to return to the coast in about a month.

A photographic album, with Livingstone's portrait among others, on being shown did not enable him to identify anyone as like the man he had seen.

(Signed) JOHN KIRK, *Vice-Consul.*

Inclosure 6 in No. 122.

Statement of Mashaka, a Suaheli man, who was with the same Caravan at Marungu.

AT M'tuka's Town he saw a white man, who gave cloth, an iron box, and looking-glass to the chief, but would not accept ivory in return. Their party was at M'tuka's

when he arrived, but he himself did not see the things given. He saw the white man only once, and cannot describe his personal appearance. He wore white coat and trousers. After remaining five days at M'tuka's, in the country of Marungu, he went to Chungu and Sama. It is six day's journey from Sama to a stream which joins the Zambezi, and he does not know how much further beyond to Tanganyika. The caravan of Bunduki and Sherif, men of Kaole, was with them at M'tuka's. Bunduki had about thirty men. Sherif, forty. Bunduki told the white man that he knew the Consul at Zanzibar, and received a piece of cloth (handkerchief stuff) to take letters to the coast for the Consul. The caravan of Bunduki and Sherif is expected in a month at Kaole; they remained behind, having still some powder to sell.

(Signed) JOHN KIRK, *Vice-Consul.*

No. 123.

Lord Stanley to Consul Churchill.

Sir, *Foreign Office, December* 27, 1867.

WITH reference to the proceedings of the firm of Messrs. Fraser and Co., in contracting with certain Arab slave-owners for a supply of slaves, I now inclose, for your information, copies of a letter from Messrs. Fraser, and of the reply which, by my directions, has been returned to their communication upon the subject of the employment of slaves by their firm at Zanzibar.

I am, &c.
(Signed) STANLEY.

Inclosure 1 in No. 123.

Mr. Fraser to Mr. Egerton.

Sir, 18, *Leadenhall Street, August* 14, 1867.

IN accordance with the suggestion you made during the interview you favoured Mr. Fleming and myself with on the 12th instant, I here beg to note the specific points which, on behalf of my firm, I am desirous of submitting for the consideration of Her Majesty's Government.

1. Are British subjects authorized to enter into contracts with native slave-owners in Zanzibar, similar in tenor to the appended copy of a contract drafted and sanctioned by Lieutenant-Colonel Playfair, late British Consul and Political Agent at Zanzibar.

2. If not, is there any mode of employing slave labour in Zanzibar by British subjects which would be permitted by Her Majesty's Government.

3. In submitting these questions, I crave leave to add a few remarks in reference to the important bearing any decision thereon will necessarily have on British interests connected with Zanzibar.

4. Free labour is not procurable to any extent in Zanzibar. Therefore, under existing circumstances, if the employment of slave labour is wholly interdicted, British trade must of necessity be driven from Zanzibar and East Africa.

5. As an illustration of the entire dependence of the merchant, of whatever nation, on slave labour, I may mention that the exclusive right of supplying hamallies, or porters, to load, discharge, and store cargoes is possessed by a few Arabs, who own trained slaves, and supply them to the various mercantile firms and parties requiring their services, according to a regular tariff of charges, rendering and adjusting their accounts generally half-yearly, and all attempts to interfere with this system have signally failed; so that such labour must either be used or none at all.

6. I deprecate any interference with the existing state of matters at Zanzibar that may drive British subjects from the trade, and throw the entire commerce of East Africa wholly into the hands of foreigners, without substantially improving the condition of the slave population of the island or of the people of East Africa; and, considering the grave interests at stake, I trust the subject may obtain the full and serious consideration of Her Majesty's Government.

I have, &c.
(Signed) H. A. FRASER.

Inclosure 2 in No. 123.

Articles of Agreement entered into between His Highness Seyd Majid bin Saed Sultan of Zanzibar, of the first part, and Hugh Alexander Fraser, representing the Firm of Messrs H. A. Fraser and Co., of Zanzibar, Merchants, of the second part, this 25th day of March, 1864 of the Christian era, corresponding to the 16th day of Shawal, 1280 of the era of the Hejira.

TO Wit,—The parties above described, for themselves, their heirs, and successors, agree to enter into partnership for the cultivation and manufacture of sugar in the Island of Zanzibar on the following terms :—

Article 1. Messrs. H. A. Fraser and Co. agree to provide all the machinery necessary for the manufacture of sugar, and to keep the same in repair at their own expense. All such machinery they may provide will remain their property.

Art. 2. Messrs. H. A. Fraser and Co. engage to supply the skilled labour necessary to work the said machinery, and to supply the cultivation of the cane.

Art. 3. Messrs. H. A. Fraser and Co. agree to supply to the unskilled labourers provided by His Highness Seyd Majid, the usual allowance of food and clothing.

Art. 4. His Highness Seyd Majid agrees to supply 500 unskilled labourers, not exceeding children, who shall receive no wages from Messrs. H. A. Fraser and Co ; and further that if, through any reason, the number should fall below 500, and if His Highness Seyd Mejid, after being duly warned of the fact, should fail to complete the complement, it shall be competent to Messrs. H. A. Fraser and Co. to engage the number of labourers necessary to complete the number, and debit the amount thus expended to His Highness Seyd Majid.

Art. 5. The buildings necessary for the machinery, for storing the sugar, and the residences for those employed on the works, shall be erected by His Highness Seyd Majid, and the cost thereof shall be deducted from the gross quantity of sugar manufactured before partition. The houses in question shall be the joint property of the partnership.

Art. 6. His Highness shall assign for the cultivation of sugar-cane the Shamba of Moira and the Shamba of Showein, belonging to Seyd Suliman Bin Ahmed, or such portion of it as may be necessary.

Art. 7. The Government of Zanzibar shall impose no duty on the sugar grown by the partnership for five years from the manufacture of the first crop, and none afterwards exceeding 5 per cent. *ad valorem.*

Art. 8. His Highness Seyd Majid assigns, for the purpose of the partnership, all his sugar machinery, which will, however, remain his property.

Art. 9. Such roads, bridges, water-courses, and general repairs to them as may be necessary, shall be executed by Messrs. H. A. Fraser and Co., and the expense thereof shall be shared by them and by His Highness Seyd Majid, and shall be deducted from the value of the sugar manufactured.

Art 10. The gross produce of the sugar manufactured shall be divided equally between His Highness Seyd Majid and Messrs. H. A. Fraser and Co., subject to the deductions before specified.

Art. 11. This agreement will hold good for twenty-one years, when it may be renewed by mutual consent. If both parties desire a release from the partnership after twenty-one years, the property of the partnership shall be divided. If His Highness Seyd Majid desires a release, and Messrs. H. A. Fraser and Co. do not, then Messrs. H. A. Fraser and Co. shall pay to His Highness Seyd Majid half the value of the property of the partnership, and shall purchase or rent the land under cultivation, and the value to be paid for such rent shall be determined, in case of dispute, by arbitration. Should the land be rented, then His Highness Seyd Majid agrees not to resume it so long as Messrs. H. A. Fraser and Co. shall pay the rent which may be agreed on for it. Further, should His Highness Seyd Majid desire a renewal of the agreement, and Messrs. H. A. Fraser and Co. object thereto, then His Highness Seyd Majid shall purchase the machinery belonging to Messrs. H. A. Fraser and Co. at a valuation, to be fixed, in case of dispute, by arbitration, and shall also pay half the value of the property of the partnership.

Art. 12. In the event of no profit being derived by His Highness Seyd Majid in ten years from this date, he shall be at liberty to withdraw from the partnership on the terms specified in the preceding section, marked 11.

In witness whereof the subscribing parties have hereunto set their hands and seals at Zanzibar, the day, month, and year before mentioned.

(His Highness Seyd Majid's stamped signature in Arabic.)

(Signed) H. A. FRASER AND Co.

I, Lieutenant-Colonel Robert Lambert Playfair, Her Britannic Majesty's Consul and Political Agent at Zanzibar, do hereby certify that the preceding contract has been made with my cognizance, and that the Arabic version thereof is a correct translation of the original English version, and that both the Contracting Parties understand the meaning thereof.

Given under my hand and seal of office at Zanzibar, this twenty-fifth day of March, in the year of Christ 1864.

(Signed) R. L. PLAYFAIR.

Inclosure 3 in No. 123.

Mr. Egerton to Messrs. Fraser and Co.

Gentlemen, *Foreign Office, December* 19, 1867.

YOUR letter of the 14th of August last, requesting information upon certain points connected with the employment by British subjects of slave labour at Zanzibar having, by Lord Stanley's direction, been referred for the consideration of the proper Law Officers of the Crown, I am now directed by his Lordship to make known to you the opinion of Her Majesty's Government upon several of the points touched upon in your letter.

As regards the contract agreed to in 1864 between your firm and the Sultan of Zanzibar, having for its object the cultivation of sugar plantations in that Island, I am to state to you that the contract in question is not by the Law of this country an illegal or invalid contract, and that British subjects entering into contracts with natives who may hold slaves in Zanzibar, similar in tenor to the contract of 1864, will not infringe the Law of this country.

In the opinion of Her Majesty's Government, as at present advised, there is nothing to prevent a British subject out of Her Majesty's dominions employing a slave as his servant or labourer, so long as such employment does not involve a dealing or trading in, purchase, sale, barter or transfer, carrying away, removing, &c., of such slave. Such employment would not appear to be forbidden by the Act 5 Geo. IV, nor by any other Statute

The purchase of slaves by a British subject, within or without Her Majesty's dominions, even in a country where the sale is sanctioned by the Territorial Law, is however, Her Majesty's Government apprehend, clearly forbidden by British Law to any of Her Majesty's subjects.

The purchase of a slave in a foreign country by a British subject being thus prohibited, an important question for consideration is, whether a transfer by a native to a British subject of slaves, *e.g.*, for a term of years, or for the lives of the slaves, to be employed in the foreign country in which the slaves are, is such a "transfer" as is contemplated by the Acts. Her Majesty's Government are disposed to think that it would be such a transfer, and that contracts for supplying slave labour, where particular slaves are made over to the British subject for particular terms or periods, to be under the control of the latter, and in his possession, are forbidden by the Statute.

Where the contract, as in the case of the one concluded by your firm in 1864 with the Sultan of Zanzibar, provides that the latter is to find a certain number of labourers to be employed for the benefit, or partial benefit of the former, there would, in the opinion of Her Majesty's Government, be no "transfer" within the Act, and such contract would not appear to violate the Acts.

As regards your request to be informed whether there is any mode of employing slave labour in Zanzibar by British subjects, which would be permitted by Her Majesty's Government, Lord Stanley desires me to state that he must decline to express any opinion as to whether any particular mode of employment of slaves would, or would not be illegal, for it is obvious that there are many contracts which might be entered into for the employment of slaves, which, upon their face, might not appear to violate British Law, the carrying out of which, however, might involve the British subject in an infringement of the statutes.

I am, &c.

(Signed) E. C. EGERTON.

No. 124.

The Governor of Bombay in Council to Sir S. Northcote.—(Communicated by the India Office, May 10.)

My Lord, *Bombay Castle, March 28, 1867.*

WITH reference to our despatch dated the 13th May, 1864, we do ourselves the honour to forward, for the information of Her Majesty's Government, papers relative to the Slave Trade on the Muscat Coast.

2. The suggestion contained in Colonel Pelly's letter of the 3rd ultimo, as to the necessity for employing cruizers at the mouth of the Gulf, between Jask and Mussendom, seems to us sound and practical, and we trust that means may be devised for carrying it into effect.

We have, &c.
(Signed) W. R. S. V. FITZGERALD.
B. H. ELLIS.
C. J. ERSKINE.

Inclosure 1 in No. 124.

The Political Agent, Muscat, to the Secretary to Government, Bombay.

Sir, *Poona, September 13, 1866.*

I DO myself the honour to submit, for the information of Government, extracts from the diary of my journey, performed overland from Muscat, in the Indian Ocean, to Ras-el-Khymah, in the Persian Gulf.

2. The journey was performed during the close of the spring and the opening of the summer of the year 1865, and the extracts refer to the Slave Trade as existing between Muscat and Mussendom.

I have, &c.
(Signed) H. F. DISBROWE.

Inclosure 2 in No. 124.

SLAVE TRADE.—EASTERN COAST OF ARABIA.

Extracts from Lieutenant-Colonel Disbrowe's Diary of his Journey (overland) from Muscat, Capital of the Sultan of Muscat's Dominions, to Ras-el-Khymah, Capital of the Joasmee Chief's Dominions.

Extract 1.

Musnaah, March 16, 1865.*

I gained other information to-day. If my informants can be relied on, the curse of slavery still lies heavy upon the people of Batinah, and many hundred slaves are yearly brought from the Zanzibar districts, and landed at places on the coast between Muscat and Mussendom. I was told, but cannot believe, that some 500 in number reach every year the neighbourhood of Musnaah alone.

On enquiry into the reason of this, I gathered that it was owing to the influence of the wild and uncivilized Bedouins. The Bedouins inhabiting the numberless villages that stretch along the Batinah plain in vicinity to the sea-shore, are more powerful than of yore. They have built for themselves fortlets. They own date plantations. They own vessels. They disregard the commands and authority of the Al-boo-Saeed.†

Slaves are landed not precisely at Musnaah, but secretly at places on the shore opposite Bedouin strongholds. Once landed, they are disposed of by private sale, regular brokers being the go-betweens to conduct the sale operations. The selling price may range from 10 dollars minimum to 40 dollars maximum, young slave girls fetching the highest.

Extract 2.

Musnaah, March 29, 1865.

A fresh proof, I fear, of Slave Trade on the Batinah shores. This afternoon I stood talking to Bedouins and Musnahites collected around my tent. Almost every‡

* Musnaah is about sixty miles by land north of Muscat.
† The members of the reigning family of Muscat are called the Al-boo-Saeed.
‡ I speak only of the Arabs of Batinah and Oman.

Arab you meet holds in his hand a short cane or stick. Though armed with sword, shield, dagger, matchlock, and spear, a cane is nearly sure to form portion of his accoutrements.

Observing amongst the parties assembled sticks innumerable, but of many kinds, I asked from what tree most of the sticks were drawn, and was told that the sidr branches and kurrut roots provided the bulk of them. I then said, "Do none of them come from the Sohahil?"* "No," they rejoined, "unless such as are owned by the slaves." Poor slaves, thought I, and I came to my tent to chronicle a remark pregnant with so much meaning.

Extract 3.

Murrayr,† April 15, 1865.

From enquiries I quietly instituted relative to Slave Traffic at Murrayr, I gleaned the following:—

Murrayr vessels proceed annually to the African slave-coast laden with salt-fish, effect on arrival a meeting with slave-dealers, and order these heartless wretches to march overland with their slaves to some fixed spot on the shore respectably distant from Zanzibar. The slave-purchasers, meanwhile, discharge their salt-fish, sail in the direction of the rendezvous, purposely throw themselves in the way of the English cruisers, subject themselves to a rigid search, are found devoid of slaves, and are permitted to pursue their course. The cruizers, thus blinded by the native vessel's pretended honesty, cruize elsewhere, and the native vessel hastens to the appointed spot, takes in her cargo of human flesh, and puts boldly out to sea on her way back to Murrayr,

On arrival at Murrayr, the unfortunate creatures are landed, and a tax of 2 dollars per head is levied by the elders.

As many as 500 slaves have been known to reach Murrayr in one season, but Colonel Playfair's strenuous efforts to eradicate the traffic,‡ have, I was given to understand, caused a strong reduction of late in the number of imports.

Colonel Playfair's name was familiarly mentioned to me by the Arabs.

I likewise learned that, though Murrayrites are able to bring slaves a great portion of the journey overland, they generally carry them entirely by sea, for the land trip is attended with considerable extra labour and expense.

Murrayr vessels are still said to bring annually from 100 to 150 head of slaves.

Murrayr has from fifteen to twenty vessels and boats of sizes.

Extract 4.

Ghallut Kulbah,§ April 16, 1865.

Ghallat Kulbah has twelve vessels. Eight of these are engaged in the fisheries, and go short voyages. The largest four proceed to Bussorah and the Sowahil. Those which visit the Sohawil carry from Ghallut Kulbah nothing but salt-fish, and return with slaves. Some 50 or 60 slaves are annually imported. A tax of 4 dollars is levied on each slave landed, but a portion only of the tax reaches the Joasmee Chief's coffers. The slaves are chiefly sold to Bedouins in the interior. Selling price ranges from 15 to 35 dollars.

The course pursued in Slave Traffic by Ghallut Kulbahites is in the main similar to that pursued by Murrayrites.

At Ghallut Kulbah I gathered that the further a slave-carrying-vessel lies out at sea, the more secure she feels until she reaches abreast of, or north of, Muscat, when she hugs the land, and sails close in shore to port.

The degree to which Slave Traffic is prosecuted on the Batinah shores I had no conception of, until I made the present trip up the coast.

I am of opinion that until the ports of import be as effectually blockaded as the ports of export, the abominable Traffic will continue.

The African slave coast has been for years, and still is, under blockade by Royal Navy vessels stationed off Zanzibar; but since the abolition of the Indian navy the system of watch and cruize, so constant and regular off Rasel-el-Hudd and Ras-el-Hudd neighbourhood in Arabia during the first few years of my service in the Persian Gulf, has, of

* Slave coast.

† Murrayr, about 180 miles north of Muscat by land.

‡ I should be wrong did I not here mention that both Colonel Rigby and Colonel Pelly, predecessors in office of Colonel Playfair, strove hard to put down Slave Traffic. Colonel Playfair, being the present incumbent in power, his name was naturally uppermost in the mouths of the Arabs.—H. F. D.

§ Ghallut Kulbah about 195 miles (by land route) north of Muscat. Ghallut Kulbah was wrested from the Muscat Sultan in 1850.—H. F. D.

necessity, relaxed, and slave-purchasers in Oman, looking upon one, at least, of the "barriers to success as loosened," have become buoyant with hope, and persevere in sending their vessels for human cargoes.

Soor has long contained more slave-carriers and dealers than any other port probably in Oman, and as regularly as the slave-season came round, it was customary for one, at least, of the Indian navy vessels to cruize or lie in wait off Ras-el-Hudd for expected slavers. The duty was a most arduous one, and involved, to say nothing of the exhausting monotony of such a life on such a coast, considerable exposure to heat and fatigue in a harassing climate. The blockading vessels were generally sailing ones, and officers and men were frequently away in boats under a burning sun giving chase to suspected craft.

Judging from particulars now gleamed on the Batinah coast, a single sailing-ship stationed off Ras-el-Hudd, though doubtless productive of much good, was and is insufficient to cause an extinction of the imports.

Slave-dealers and carriers possess "long experience, and are closely combined." Slave Trade is with them emphatically a secret service. The moment a locality is effectually watched, the slave-carriers receive accurate information of the fact, information also of the subsequent movements and whereabouts of the blockading vessels, keep aloof during the day, and probably contrive to run in shore or part the vessel during the night.

I think the following course, if strictly adopted (the opinion, however, is submitted with deference to more valuable opinions available), would, in a few years, go far to extinguish, probably extinguish, the Oman traffic, go far also to extinguish the Persian and Turkish traffic viâ the Gulf.

One vessel, sailing or steam, fully equipped for boat service, to be off Ras-el-Hudd, to be mostly at anchor, but occasionally to move a little north and south of her appointed anchorage.

A second vessel, a steamer of light draught, likewise well equipped with boats, to be on the move between Ras-el-Hudd and the entrance to the Gulf, searching every vessel Treaty engagements permit her to search.

This vessel to be essentially erratic.

The above measures might prove sufficient to stop importations into Muscat territory, but to render victory more certain, and more especially to prevent slaves entering the Persian Gulf waters, I would recommend that a steamer should, during the slave-season, be constantly cruizing across the entrance to the Gulf.

In this way the Persians, who, viâ Lingah and Bunder Abbas, receive large instalments of slaves, would, as it seems to me, be foiled. The maritime Arabs, Joasmees, Beniyas, Ejmanees, Boo Fulasaites, and Amulgavinities, would be foiled. Turkish vessels bound to Bussorah with human cargo, would be foiled, and slave-dealers of all the States named would find Slave Trade so precarious and so unremunerative that the Traffic might reasonably be expected to cease.

In the case of Persian vessels, the search would have to be effected in co-operation with Persian officials; and Turkish vessels found carrying slaves, would have to be conveyed to the nearest Turkish port for adjudication. These considerations would, of course, be borne in mind by the English cruizers.

A few other points seem deserving of remembrance.

Firstly. When is the slave-season in and about the Persian Gulf? In other words, from what date unto what date would slave search have to be prosecuted in the Gulf quarter?

The season for vessels to cruize after slavers coming from Zanzibar and the African coast, is from the 15th of March to the 1st, or perhaps 15th, of June; for slavers coming from the Red Sea, from August 20th to October 30th yearly.

Secondly. We must be prepared to cause intense and increased irritation, should we carry into effect with increased vigour our determination to crush Slave Traffic. To quote only one instance that has come to my knowledge.

It is known that the slave-dealers from Soor, who, during their visits to Muscat, frequent a coffee-shop called Hajee Furruj's, were in the habit of talking all manner of abuse against Colonel Rigby, at the time when he moved so actively with the Zanzibar Sultan in slave matters, and took part in so many successful captures of slave-crafts. Royal Navy vessels captured our vessels, said the Soorees, but Colonel Rigby was at the bottom of the mischief. If we feared not the English, they said, we would go in broad noonday to the Political Agency, and tear Colonel Rigby to pieces, so intense is our hatred of him.

Thirdly. The greater our struggle to extinguish Slave Traffic, the greater the sufferings of the slaves, who are exported and imported. Some, perhaps, of these will, owing to our

pursuit of the vessels they are borne in, be committed to the deep by their heartless carriers. Many, perhaps, most of these will, owing to the barbarous measures that are sure to be resorted to to ensure their concealment, be subjected to inconceivable cruelty during the voyage from Africa to Arabia.

Lastly, I cannot help recording that, as a rule, the treatment of the African slave by his master in eastern Arabia is kind and humane. Once domiciled, the slave appears to forget his degraded position, and becomes seemingly happier far than his master. In Muscat, the Arab, be he rich, be he poor, is little given to merriment, hospitality, or good fellowship; whereas the Sowahilees hold frequent "réunions," and, to judge from their countenances and demeanour, are veritably happy. Girls, boys, women and men meet, laugh, dance, sing and amuse themselves. The same holds good in the districts and villages outside Muscat, with this exception that the Arab of the country is more open-handed and sociable than the Arab of the capital.

I passed on the 14th of March a village nestled apparently among date groves. The moon was shining bright. Sounds of merriment reached my ears. I asked my guide whence they proceeded. He replied, "It is only 'Blacky' amusing himself." He spoke almost in a tone of contempt. The village's name was, I believe, Boo Abeyleu, and Boo Abeyleu, I am told, is next to Soor, the greatest entrepôt for slaves between Muscat and Mussendom.

Extract 5.

Fujerah, April 1865.

Khumees bin Ahmed, Lord of Fujeerah, visited me. I did not like him. I found him repulsive and unpolished. There was, too, something mysterious about him. He seemed afraid to move beyond the limits of his domain. I could not help, however, admiring his independence of bearing in other respects.

Fujeerah has two vessels. One is hauled up at Khoor Kulbah.* The other has gone to the African coast, no doubt for slaves.

The number of slaves annually bought I ascertained to range between twenty and sixty.

(Signed) HERBERT DISBROWE, *Lieutenant-Colonel, Political Agent, Muscat.*

Inclosure 3 in No. 124.

Bombay Castle, October 11, 1866.

THE Political Agent, Muscat, dated the 13th September, 1866.

Submits extracts from the diary of his journey performed from Muscat, in the Indian Ocean, to Ras-el-Khymah, in the Persian Gulf, referring to the Slave Trade as existing between Muscat and Mussendom.

Resolution.—A copy of this letter, and of its accompaniments, should be forwarded to the Resident in the Persian Gulf for any remarks he has to offer.

Meanwhile, as the subject is one of importance, the Commodore Commanding in the Indian Seas should be requested to give his attention to the suggestions made for the suppression of the Slave Trade on the Muscat coast, which, from Lieutenant-Colonel Disbrowe's narrative, appears to be carried on with undisguised activity in that quarter.

Extract 3 from Lieutenant-Colonel Disbrowe's Diary should be forwarded to the Acting Political Agent at Zanzibar.

(Signed) C. GONNE, *Secretary to Government.*

To

The Political Resident, Persian Gulf. (With copy of the Political Agent's letter, and of its accompaniments.)

The Acting Political Agent, Zanzibar. (With Extract 3 from Lieutenant-Colonel Disbrowe's Diary.)

The Commodore Commanding the Indian Division of the Royal Navy. (By letter.)

The Political Agent, Muscat.

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* "Khoor" signifies creek.

Inclosure 4 in No. 124.

The Secretary to Government, Bombay, to the Commodore Commanding the Indian Division of the Royal Navy.

Sir, *Bombay Castle, October* 11, 1866.

I AM instructed by his Excellency the Governor in Council to forward to you the accompanying extracts* from the diary of Lieutenant-Colonel Disbrowe, Political Agent, Muscat, of a journey made by him overland from Muscat to Ras-el-Khymah, and to invite your attention to the suggestions therein made for suppression of the Slave Trade on the coast of Muscat, which, from Lieutenant-Colonel Disbrowe's narrative, appears to be carried on with undisguised activity in that quarter.

I have, &c.
(Signed) C. GONNE.

Inclosure 5 in No. 124.

Commodore Hillyar to the Governor of Bombay in Council.

Sir, *"Octavia," Trincomalee, October* 24, 1866.

I HAVE the honour to acknowledge the receipt of a letter from the Secretary to Government, Bombay, of the 11th instant, and to tender your Excellency my best thanks for forwarding to me extracts from the diary of Lieutenant-Colonel Disbrowe, Political Agent, Muscat, of a journey made by him overland from Muscat to Ras-el-Khymah, and inviting my attention to the suggestions therein made for the suppression of the Slave Trade.

2. I beg to assure your Excellency that my best endeavours will be made to suppress this nefarious Traffic in Slaves on the coast of Arabia and Muscat, with the small squadron under my command, which has lately been reduced by the "Pantaloon" having been sent to England, and the "Vigilant" and "Penguin" being in the hands of the dockyard at Bombay, with defective boilers; they will not be available for this service for the next two or three months.

I have, &c.
(Signed) C. T. HILLYAR.

P.S.—Your Excellency will be glad to know that a great blow has been struck to this Slave Traffic between Arabian and the East Coast of Africa this year, by the destruction of 21 dhows, and the capture of 567 slaves by Her Majesty's cruizers under my command.

(Signed) C. T. H.

Inclosure 6 in No. 124.

Bombay Castle, November 21, 1866.

THE Commodore commanding the Indian Division of the Royal Navy, dated the 24th October, 1866.

Tenders his best thanks for the extracts from the diary of Lieutenant-Colonel Disbrowe, Political Agent, Muscat, of a journey made by him overland from Muscat to Ras-el-Khyma, forwarded to him, with a request to give his attention to the suggestions therein made for the suppression of the Slave Trade.

The Commodore offers assurances that his best endeavours will be exerted to suppress the Traffic in Slaves on the Coast of Arabia and Muscat with the small squadron under his command.

Resolution.—Copies of this letter should be forwarded to the Political Resident in the Persian Gulf, and to the Political Agents, Muscat and Zanzibar, with reference to the Government Resolution No. 3,029 of the 11th ultimo.

Secretary to Government.

To

The Political Resident, Persian Gulf.
The Acting Political Agent, Zanzibar.
The Political Agent, Muscat.
(With copy to each of the above letter.)

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* Received with letter No. 231, dated the 13th September, 1866.

Inclosure 7 in No. 124.

The Officiating Under-Secretary to the Government of India to the Secretary to the Government of Bombay.

Sir, *Fort William, December* 15, 1866.

WITH reference to the Bombay Government's abstract of proceedings in the Political Department for the month of October last, I am directed to request that a copy of the correspondence regarding the Slave Trade on the Muscat Coast, noted in page 27 of the Abstract, may be furnished for the perusal of the Governor-General in Council.

I have, &c.

(Signed) H. LE POER WYNNE.

Inclosure 8 in No. 124.

The Acting Secretary to the Government, Bombay, to the Secretary to the Government of India.

Sir, *Bombay Castle, January* 16, 1867.

WITH reference to Mr. Under-Secretary Wynne's letter dated the 15th ultimo, I am directed to forward for submission to his Excellency the Viceroy and Governor-General in Council, the accompanying copy of correspondence relating to the Slave Trade on the Muscat Coast.

2. The report of the Political Resident in the Persian Gulf on the subject is awaited.

I have, &c.

(Signed) W. WEDDERBURN.

Inclosure 9 in No. 124.

Political Resident, Persian Gulf, to the Secretary to Government.

Sir, *British Residency, Bushire, December* 18, 1866.

WITH reference to Government Resolution and correspondence as per margin,* I have the honour to transmit copies of reports bearing upon the question of the Slave Trade, received from the British Agents at Muscat and Lingeh.

I have, &c.

(Signed) LEWIS PELLY.

Inclosure 10 in No. 124.

Report from the Acting Native Agent at Muscat, dated 25th Rajab, 1283 (*November* 4, 1866), *to the Resident in the Persian Gulf.*

(Translation.)

(After compliments.)

IN regard to slaves brought from Africa to Muscat, I beg to inform you that the season when they are brought is called "Daymanee," being the months of August, September, and October. They are brought in bughlas belonging to the people of Mutrah. It is said that 300 or 400 slaves were brought this year. Some of them were landed in Batinah, and thence taken by land and sea to the Osuman (pirate) Coast. Some were landed at Burkeh, Mutrah, Sedab, and Kalboo, and thence were shipped by nights secretly to the Persian Coast. Most of these are landed at Dayer, where they are either purchased by the Chiefs for presentation, or sent to Shiraz for sale. The people of Dayer take wheat to Muscat for sale, and there deposit the value thereof with the brokers for the purchase of slaves. Latterly, slaves were openly sold in brokers' houses, and in the bazaars by auction. When slaves are brought in bughlas they are transhipped into badars (small boats), and carried for sale along the coasts. Government vessels do not suspect such small boats as carrying slaves; and even if they are informed they cannot approach the coast, and by the time they lower their boats these native craft immediately land their slaves and hide them somewhere. Abyssinian slaves are sold at Muskat at 100 dollars each, and Africans from 40 to 50 and 60 dollars.

(Signed) MIRZA MAHOMED HOSSAIN,

Residency Moonshee, late Acting Agent at Muskat.

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* Dated October 11 and November 21, 1866.

Inclosure 11 in No. 124.

The British Agent at Lingeh to the Resident in the Persian Gulf.

2 *Jemadi el Akher*, 1283.

THIS year slaves have been brought from Yemen. I wrote to Shaikh Khalifeh ben Saeed, the Chief of Lingeh, about it. He was very polite, but up to the present he has done nothing in the matter. I wrote to him again, and stated that native craft had brought slaves from Soor and Batinah, and landed them in Koong and Hassinah, and that these places were under his control. The slaves were given to an auctioneer named Jassem, for the purpose of being sold. I informed him of the terms of the Treaty that existed between England and Persia, and told him that if he did not seize them, it will become necessary for me to report the matter to the Resident. I made inquiries as to the whereabouts of the slaves, and learned that they were scattered here and there about the place, but I cannot discover whose boats they were brought in.

(True translated purport.)

Inclosure 12 in No. 124.

(After compliments.) *Bombay Castle, January* 31, 1867.

THE Political Resident in the Persian Gulf, dated the 18th December, 1866.

Transmits, with reference to the Government Resolutions dated respectively the 11th October and the 21st November last, copies of reports received from the British Agents at Muscat and Lingah on the question of the Slave Trade.

Resolution.—Copies of these reports should be forwarded to Commodore Hillyar and the Government of India, in continuation of previous correspondence.

It is to be regretted that, though Lieutenant-Colonel Disbrowe's journey was performed in the spring and early summer of 1865, nothing appears to have been reported on the subject of slavery on this Coast till September 1866, long after all the facts of importance had been published and brought to notice by Mr. Gifford Palgrave.

(Signed) W. WEDDERBURN,
Acting Secretary to Government.

To

The Political Resident, Persian Gulf.
The Political Agent, Muscat.
Do. Zanzibar.
Commodore Hillyar. (By letter.)
The Government of India. (By letter.)

Inclosure 13 in No. 124.

The Acting Secretary to Government, Bombay, to the Commodore Commanding the Indi Division of the Royal Navy.

Sir, *Bombay Castle, January* 31, 1867.

IN continuation of previous correspondence, terminating with your letter of the 24th October last, I am directed to forward to you the accompanying copy of a letter from the Political Resident in the Persian Gulf, dated the 18th ultimo, and of its accompaniments, relative to the Slave Trade on the Coast of Muscat.

I have, &c.
(Signed) W. WEDDERBURN.

Inclosure 14 in No. 124.

The Acting Secretary to Government, Bombay, to the Secretary to the Government of India.

Sir, *Bombay Castle, January* 31, 1867.

IN continuation of my letter of the 16th instant, I am directed to forward to you the accompanying copy of a letter from the Political Resident in the Persian Gulf, dated the 18th ultimo, and of its accompaniments, relative to the Slave Trade on the coast of Muscat.

I have, &c.
(Signed) W. WEDDERBURN.

Inclosure 15 in No. 124.

The Commodore Commanding the Indian Division of the Royal Navy to the Governor of Bombay.

Sir, "*Octavia*," *at Bombay, February* 1, 1867.

I HAVE the honour to acknowledge the receipt of a letter from W. Wedderburn, Esquire, Acting Secretary to Government, Political Department, of yesterday's date, and its inclosures, relative to the Slave Trade on the coast of Muscat; and I beg to tender to your Excellency my thanks for causing me to be furnished with the valuable information contained therein.

I have, &c.
(Signed) C. T. HILLYAR.

Inclosure 16 in No. 124.

The Political Resident, Persian Gulf, to the Secretary to Government, Bombay.

Sir, *Bushire, February* 3, 1867.

I HAVE the honour to acknowledge the Government Resolution, as per margin,* calling on me for any remarks I may have to offer concerning the suppression of the Slave Trade as existing between Muscat and Mussendom, in reference to Lieutenant-Colonel Disbrowe's journal.

2. The question divides itself as follows :—

(1.) The means whereby this Slave Trade may be hoped to be forcibly suppressed;

(2.) The strategic points to be occupied for this purpose.

3. On the strategic question I have already fully occupied the time of Government in a series of letters written in 1860-61, and in subsequent correspondence, from which extracts are now appended.

4. As regards the means to be employed, Government are aware that no slaver can be touched unless by a person or ship specially commissioned to seize slavers. So far as I am informed, the only persons and ships so authorized are Her Majesty's ships of war and their Commanders. But these ships are not permitted to visit the gulf regions during the hot season, which extends from April to November; while the slavers, nearly without exception, reach these regions during that period. The only resource, then, seems to be, either to commission Her Majesty's ships to cruize in these regions during the hot season, or to commission other ships for this purpose.

I have, &c.
(Signed) LEWIS PELLY.

Inclosure 17 in No. 124.

Extract of paragraph 1 *from Lieutenant-Colonel Pelly's Memorandum No.* 1 A, *dated January* 13, 1863, *addressed to the Political Secretary to Government, Bombay.*

8. THAT Bushire was not well selected for the prevention of the Slave Trade, is obvious, because a glance at the map shows that the strategic point for throttling this Trade is the narrow strait at the entrance of the gulf; and that one steamer lying mid-channel between Cape Mussendom and Jask, with her boats out as flankers, might visit any craft entering the gulf, and more effectually prevent slaves being passed than could a dozen vessels of war cruizing about the gulf and searching after coasting craft along dangerous shallow shores, when these craft had once entered the gulf.

Inclosure 18 in No. 124.

Extract of paragraph 1 *from Lieutenant-Colonel Lewis Pelly's despatch dated Lingah, December* 5, 1863, *to the Address of the Hon. H. L. Anderson, Chief Secretary to Government, Bombay.*

3. IT recurs to me to re-submit for any consideration the Government and Colonel Playfair may deem the suggestion to merit, that Her Majesty's naval division detached to

* Dated October 11, 1866.

the East Coast of Africa for the prevention of the Slave Trade between that coast and Asia, might operate with more effect, and less risk of erroneous seizures, if it was stationed on the coast line of Arabia. At present its operations are mainly carried on between Cape Delgado and the line along the dominions of the Sultan of Zanzibar, with whom our Slave Trade is of a character to hamper seizures of slave-crafts, and to throw on us the suspicion of using the authority which we possess under that Treaty towards an illegal interference with the slave status which that same Treaty sanctions; thus exciting against us the doubts, opposition, and hatred of those whom the action of the Treaty should rather convince and conciliate. In the second place, a craft really engaged in the Slave Trade stands a better chance of escaping when she is simply watched as far as the line, to which point she can dodge in and out along the coast of a slave-preserve, than she would stand if after crossing the line she should have to run the gauntlet of a division cruizing along the coast of Asia in waters where there could be no question that every craft found with slaves on board was a lawful prize.

* * * * * *
* * * * * *

And for the prevention of the Slave Trade in these waters, the best naval strategical position is obviously the Straits of Mussendom; for, as I have before had the honour of submitting, a cruizer passing the slave season, with her boats laid out in that narrow passage, would probably prove more efficient than would several cruizers watching an open and lengthened line of sea-coast. Still, even when so stationed, a cruizer would not make a very great number of seizures for more than one or two seasons, since the slave-runners would doubtless land their slaves before entering the straits, and contrive to pass them overland to market. And the margin for profits as between the price of a slave bought in East Africa at from 6 to 12 dollars, and the price of a slave sold in the market of Asia at from 60 to 100 or 200 dollars, is so great, that it is worth the while of a dealer to run almost any risk and sustain almost any losses, provided he eventually succeed in selling a moderate per-centage of his drove. On the whole, however, my personal observation of Slave Trade, as well along the East Coast of Africa as along the coasts of Arabia and Southern Persia, induces me to think that if one cruizer were stationed in the Straits of Mussendom, a second at the turning-point of Rasul Hudd with boats near Soor, and a third in the neighbourhood of Socotra, with boats towards Makulla, these vessels would find themselves in the best position practicable for suppressing the Slave Trade between East Africa, the Berbera coast, and Southern Central Asia; because a craft taking her departure from Africa would be compelled to sight one of these points, whether for the sake of water, or of verifying her position. Again, these cruizers would prove of great and, since the abolition of Her Majesty's Indian navy, of almost essential importance for our continually-increasing interests along these shores.

Inclosure 19 in No. 124.

The Acting Secretary to Government, Bombay, to the Commodore Commanding the Indian Division of the Royal Navy.

Sir, *Bombay Castle, March* 15, 1867.

IN continuation of the Government letter dated the 11th of October last, I am directed to forward to you the inclosed copy of a letter from the Political Resident in the Persian Gulf, dated the 3rd ultimo, and of its accompaniments, relative to the Slave Trade as existing between Muscat and Mussendom.

I have, &.
(Signed) W. WEDDERBURN.

Inclosure 20 in No. 124.

Bombay Castle, March 15, 1867.

THE Political Resident in the Persian Gulf, No. 27, dated the 3rd February, 1867.

With reference to Government Resolution No. 3,029 of 1866, submits suggestions for the suppression of the Slave Trade as existing between Muscat and Mussendom.

Resolution.—Copy of this further correspondence should be forwarded to Commodore Hillyar, in continuation of Government letter No. 3,031 of 1866.

The whole of the correspondence should be forwarded to Her Majesty's Secretary of State, with reference ta the former despatch.

The suggestion of Lieutenant-Colonel Pelly, in regard to the necessity for cruizers at the mouth of the gulf between Jask and Mussendom, seems sound and practical, and it may be hoped that means may be devised for carrying it into effect.

(Signed) W. WEDDERBURN,
Acting Secretary to Government.

To
The Commodore Commanding the Indian Division of the Royal Navy. (By letter.)
The Acting Political Agent, Muscat. (With copy of these papers.)
Ditto ditto Zanzibar. (Ditto.)
The Political Resident, Persian Gulf.

No. 125.

The Governor of Bombay in Council to Sir C. Wood.—(Communicated by the India Office, August 15.)

(Extract.) *Bombay Castle, June 24, 1867.*

THE proceedings as reported in the accompanying papers have reference to the approaching advent of the northern Arabs at Zanzibar, and to a feeling of uneasiness among the European inhabitants in consequence.

Inclosure 1 in No. 125.

The Political Agent, Zanzibar, to the Secretary to Government, Bombay.

Sir, *Zanzibar, August 27, 1866.*

I BELIEVE that I am right in stating that a feeling of apprehension affects the European population of Zanzibar, in relation to the annual advent of the Northern Arabs at this port.

It is one in which I may be pardoned for sharing, when I state that we shall be defenceless in the midst of some thousands of armed men, incensed and vengeful on account of our recent hostile proceedings in the Persian Gulf and on the Arabian littoral.

The Sultan would be powerless to protect us, and would bitterly deplore the occasion, which at any time might prove his inability.

I would therefore beg the Government to consider the propriety of stationing permanently at this port some efficient vessel of the East African squadron during the approaching season.

The "Lyra" is at present south, the "Highflyer" north, of Zanzibar; the remaining vessels of the squadron are either in Indian waters, or under orders to proceed to Trincomalee.

I have, &c.
(Signed) G. E. SEWARD.

Inclosure 2 in No. 125.

The Secretary to Government, Bombay, to the Secretary to the Government of India.

Sir, *Bombay Castle, October 22, 1866.*

I AM instructed to forward to you (for submission to the Government of India) the accompanying copy of a letter from the Acting Political Agent at Zanzibar, dated the 27th August last, relative to a feeling of apprehension on the part of the European population of Zanzibar in connection with the approaching advent of the Northern Arabs at that port.

I have, &c.
(Signed) C. GONNE.

Bombay Castle, October 22, 1866.

A similar letter, omitting the words in brackets, to be addressed to the Commodore commanding the Indian division of the Royal Navy.

(Signed) C. GONNE.

Inclosure 3 in No. 125.

Commodore Commanding the Indian Division of the Royal Navy to the Governor of Bombay.

Sir, *"Octavia," Trincomalee, November* 5, 1866.

I HAVE the honour to inform your Excellency, with reference to the letter of the Secretary to Government, Bombay, of the 22nd ultimo, and its inclosure, relative to a feeling of apprehension on the part of the European population at Zanzibar, in connection with the approaching advent of the Northern Arabs at that port, that I have given orders to the Senior Officer on the South-east Coast of Africa, to direct a vessel to touch at Zanzibar, and place himself in communication with the Political Agent there.

I have, &c.
(Signed) C. T. HILLYAR.

Inclosure 4 in No. 125.

The Secretary to Government, Bombay, to the Commodore commanding the Indian Division of the Royal Navy.

Sir, *Bombay Castle, November* 30, 1866.

I AM directed to acknowledge the receipt of your letter dated the 5th instant, intimating the intended despatch of a vessel of war to Zanzibar for the protection of British interests during the approaching advent of the Northern Arabs, and to convey to you an expression of the thanks of his Excellency the Governor in Council for the prompt attention you have given to the representation of this Government in the matter.

I have, &c.
(Signed) C. GONNE.

Inclosure 5 in No. 125.

The Secretary to Government Bombay, to the Acting Political Agent, Zanzibar.

Sir, *Bombay Castle, November* 30, 1866.

WITH reference to your letter dated the 27th August last, I am directed to forward for your information, the inclosed copy of a letter dated the 5th instant, from the Commodore commanding the Indian Division of the Royal Navy, intimating the intended despatch of a vessel of war to Zanzibar, for the protection of British interests during the approaching advent of the Northern Arabs.

I have, &c.
(Signed) C. GONNE.

Inclosure 6 in No. 125.

The Secretary to Government, Bombay, to the Secretary to the Government of India.

Sir, *Bombay Castle, November* 30, 1866.

IN continuation of my letter to your address, dated the 22nd ultimo, regarding the feeling of apprehension on the part of the European population at Zanzibar, in connection with the approaching advent of the Northern Arabs at that port, I am directed to forward for submission of the Government of India, the accompanying letter dated the 5th instant, from the Commodore commanding the Indian Division of the Royal Navy, stating that he has instructed the Senior Officer on the South-east Coast of Africa to direct a vessel to touch at Zanzibar, and place himself in communication with the Political Agent there.

I have, &c.
(Signed) C. GONNE.

Inclosure 7 in No. 125.

Commodore commanding the Indian Division of the Royal Navy to the Governor of Bombay.

Sir, *"Octavia" at Bombay, February* 6, 1867.

WITH reference to the letter addressed to me by C. Gonne, Esq., Secretary to Government, Bombay (Political Department), of the 22nd October last, relative to a

feeling of apprehension on the part of the European population of Zanzibar in connection with the advent of the Northern Arabs at that port, and my letter of the 5th November on the same subject, informing your Excellency of my having directed the senior officer on the East Coast of Africa to keep a man-of-war at Zanzibar, or its immediate vicinity, I beg now to forward, for your Excellency's information, a copy of a letter from Captain Bedingfeld, Her Majesty's ship "Wasp," dated Zanzibar, 1st December, 1866, and of its inclosure, received yesterday, relative to those apprehended disturbances, and his opinion connected with the Slave Trade as carried on at that place.

2. I beg to invite your Excellency's attention to paragraph 4 of Captain Bedingfeld's letter, wherein he states that "I am told that all the crews of the Bombay dhows are slaves belonging to people here; they are paid nominally two or three dollars for the voyage to Bombay and back; many of them, however, never find their way back, and are taken on to the Persian Gulf," and would suggest that the Arab dhows arriving at Bombay, and the ports along the coast from the Mozambique and that part of the Coast of Africa, as also those bound to the Persian Gulf, should undergo a most strict search by the Custom House authorities at the respective ports of arrival and departure, for the purpose of ascertaining whether this nefarious practice actually exists.

I have, &c.
(Signed) C. G. HILLYAR.

Inclosure 8 in No. 125.

Captain Bedingfeld to the Commodore commanding the Indian Division of the Royal Navy.

Sir, *"Wasp," Zanzibar, December* 1, 1866.

IN the absence of the Senior Officer of the Division, I have the honour to inform you that grave apprehensions are entertained of serious disturbances here when the Northern Arabs arrive, in about a month from this time; and I have received an appeal from Her Majesty's Political Agent (a copy of whose letter I annex) to keep a man-of-war in the vicinity.

2. I fully concur with him that there is grave cause for apprehension when those northern fanatics hear of the escape of the Sultan's sister in an English man-of-war; the muster, most probably, will be unusually large this year, as upwards of 20,000 negroes have already been imported, and they are daily arriving in large numbers.

3. The attempt to put down the Slave Trade under the present system, or even to check it, is simply a farce, and it is painful to hear and see all that is going on here, with our flag flying in the harbour. These dhows, crammed with wretched negroes from Kilwa, are paraded so as we may see them; men on shore openly boast of the number that are sent north every year, and of even selling slaves in Bombay.

4. The proclamation of the Sultan, of the 1st January, 1864, prohibiting slaves being carried between the 1st January and the 1st May is the next bit of Eastern diplomacy, the "important concession" as it is called, being during the five months when it is next to impossible to bring the slaves over, the other seven they have fair wind and weather, and the average importation is, I hear, over 20,000 a season. I am told that all the crews of the Bombay dhows are slaves belonging to people here; they are paid nominally 2 or 3 dollars for the voyage to Bombay and back, many of them, however, never find their way back, and are taken on to the Persian Gulf.

5. The Collector of Customs on Slaves, of 2 dollars a head, is a British subject, and still enjoying British protection, and has done so for many years. The Consul has, I believe, written for instructions about him.

6. By British protection alone the Sultan is kept on the Throne at this great depôt for slaves and grand rendezvous of all the Arab pirates from the north. As soon as these scoundrels arrive the people confine themselves to their houses after sunset, and you may see "Juros" swaggering about the streets in parties of eight or ten, fully armed, and neither the Sultan or his officers dare molest them; they have complete command of the place, and were it not for fear of the man-of-war making reprisals upon their dhows, I believe the lives of the British subjects here would never be safe.

7. The Sultan, with most of his soldiers, will most probably be away at least six weeks. The Governor of the town is not particularly friendly with the English, and we shall therefore have to keep a sharp look-out.

I have, &c.
(Signed) M. B. BEDINGFELD.

Inclosure 9 in No. 125.

The Acting Political Agent, Zanzibar, to Captain Bedingfeld.

Sir, *Zanzibar, November 27, 1866.*

THE yearly rendezvous at Zanzibar of some thousands of armed pirates and slave stealers from the Arabian littoral is always a menace to order, and a danger to the large population under British jurisdiction in this Sultanat.

2. An accident may at any moment provoke these lawless hordes to a combination, and move them to the commission of outrages which the local Government would be powerless to avert.

3. The coming season promises to be one of more than ordinary hazard in this respect, for the Northern Arabs have something to avenge. Recent acts of the "Highflyer" can have by no means added to their forbearance or lessened their enmity towards us, and retaliation upon the virtually defenceless English and British-Indian population, would be both easy and inviting.

4. Having reasonable and more than ordinary cause of appeal to the naval authorities for protection, I would solicit the safeguard of one of Her Majesty's ships of war during the coming pirate gathering. Its presence here or in the close vicinity of Zanzibar would allay apprehension and avert disaster.

I have, &c.
(Signed) G. EDWIN SEWARD.

Inclosure 10 in No. 125.

Bombay Castle, February 25, 1867.

THE Commodore commanding the Indian Division of the Royal Navy, dated the 6th February, 1867.

Forwards copy of a communication from Captain Bedingfeld of Her Majesty's ship "Wasp," offering certain remarks regarding the Slave Trade at Zanzibar, and suggests that the Arab dhows arriving at Bombay and other Indian ports as also those outward bound to the Persian Gulf, should be strictly searched by the Custom-house authorities with the view of ascertaining whether this practice exists.

Resolution.—Paragraph 2 of the Commodore's letter should be forwarded, in the first instance to the Commissioner of Police, with a request that he will, after consulting the Commissioner of Customs, snbmit any observations or suggestions he may have to make.

(Signed) W. WEDDERBURN,
Acting Secretary to Government.

To
The Commissioner of Police, Bombay.
The Commissioner of Customs, Bombay.
(With an extract of paragraph 2 to each, from Commodore Hillyar's letter dated February 6, 1867.)

Inclosure 11 in No. 125.

The Commissioner of Police, Bombay, to the Secretary to Government, Bombay.

Sir, *Bombay, March 6, 1867.*

WITH reference to the resolution of Government dated 25th ultimo, calling upon me to consult with the Commissioner of Customs, and to submit any observations or suggestions I might have to afford, with regard to the Report made by Captain Bedingfeld, R.N., to the effect "that all the crews of the Bombay dhows are slaves," I have the honour to submit my reply.

I beg to state that every precaution is taken by the Water Police to guard against the importation or exportation of slaves.

On the arrival of all Arab dhows in Bombay harbour, they are immediately boarded by the Water Police and well searched, their crews and passengers are mustered, and previous to their being allowed to leave the port again, the same precautions are adopted, and if all is found to be satisfactory, a certificate to this effect is signed by the Deputy Commissioner of the Water Police and the Senior Magistrate, without which the Nacoda is unable to obtain his port clearance from the Customs authorities.

After consulting with the Commissioner of Customs and Deputy Commissioner of the Water Police, an officer of long experience in the harbour, I am of opinion that the crews of the Arab dhows arriving in Bombay are not slaves; they are constantly on shore, and never complain of undue restraint, though they have every opportunity for doing so, and in this opinion the Commissioner of Customs has authorized me to say that he fully agrees.

I have, &c.
(Signed) F. H. SOUTER.

Inclosure 12 in No. 125.

Bombay Castle, March 16, 1867.

THE Commissioner of Police, Bombay, No. 359, dated the 6th March, 1867.

With reference to Government Resolution No. 668 of 1867, reports that the crews of the Arab dhows arriving in Bombay are not slaves.

Resolution.—The Commissioner of Police should be informed that the Government is glad to receive the assurances contained in this Report, a copy of which should be furnished to Commodore Hillyar, with reference to paragraph 2 of his letter, dated the 6th ultimo.

Copy of the present correspondence should now be forwarded to the Political Agent at Zanzibar, the Government of India, and Her Majesty's Secretary of State.

(Signed) W. WEDDERBURN,
Acting Secretary to Government.

To

The Commissioner of Police, Bombay.
The Commissioner of Customs, Bombay.
The Political Agent, Zanzibar. (With a copy of the present correspondence.)
Commodore C. T. Hillyar. (By letter.)
The Government of India. (Ditto.)

Inclosure 13 in No. 125.

The Acting Secretary to Government, Bombay, to the Commodore commanding the Indian Division of the Royal Navy.

Sir, *Bombay Castle, March* 16, 1867.

I HAVE the honour, under the instructions of the Right Honourable the Governor in Council, to forward to you, with reference to the second paragraph of your letter dated the 6th ultimo, the inclosed copy of a letter from the Commissioner of Police, Bombay, dated the 6th instant, from which it will be seen that the crews of the Arab dhows arriving in Bombay are said not to be slaves.

I have, &c.
(Signed) W. WEDDERBURN.

SLAVE TRADE.

RETURN to an Order of the Honourable The House of Commons, dated 4 May 1868;—*for*,

RETURN "relating to SHIPS detained as SLAVE TRADERS by HER MAJESTY'S SHIPS in 1867; and showing, in parallel Columns, Date of Capture, by what Ship, where Captured, Name of Vessel, from what Place, what Colours, Condition of Vessel, Number of Slaves, Number of Crew, Condition of Slaves and Crew."

Admiralty,
25 June 1868.

JOHN HENRY BRIGGS,
Chief Clerk.

VESSELS detained as SLAVE TRADERS by HER MAJESTY'S SHIPS in 1867, on East Coast of *Africa*.

Date.	By what Ship.	Where Captured.	Name of Vessel.	From what Place.	What Colours.	Condition of Vessel.	Number of Slaves.	Number of Crew.	Condition of Slaves and Crew.
6 January	Boats of "Wasp"	Lat. 8·30 S., long. 39·30 E.	Unknown Dhow	Not known	None	Burnt; unfit to send to a prize court	37	18	Nothing known.
8 „	ditto "Highflyer"	Port George, Pemba	ditto	ditto	Arab	Destroyed; fitted for reception of slaves	nil	Not known; deserted.	ditto.
9 „	ditto ditto	ditto	ditto	ditto	ditto	Destroyed; completely equipped for slave trade.	nil	ditto	ditto.
9 February	"Lyra"	Chak Chak, Pemba Island	ditto	ditto	ditto	Burnt; unfit to be taken to court of adjudication.	nil	20	ditto.
1 March	ditto	Off Lamo	ditto	ditto	None	Scuttled; unfit to be taken to court of adjudication.	18	10	Slaves received on board "Lyra," and sent to a British Settlement.
5 „	ditto	ditto	ditto	ditto	ditto	Burnt; unfit to be taken to court of adjudication.	nil	Unknown	Nothing known.
21 „	Boats of "Highflyer"	Kivinga	ditto	Bound to Quiloa to embark slaves for Maculla.	Arab	Destroyed; equipped for slave trade	2	Unknown; deserted.	ditto.
1 April	ditto ditto	Port Durnford	ditto	Not known	ditto	Scuttled by crew; equipped for slave trade	nil	ditto	ditto.
5 „	ditto ditto	Quilife River	ditto	ditto	ditto	Burnt; equipped for slave trade	nil	ditto	Slaves escaped to shore.
7 „	ditto ditto	Off Ras Gomaney	Sahda Dhow	ditto	ditto	Destroyed	nil	39	ditto.
18 „	ditto ditto	6° S., 49° 37 E.	Unknown Dhow	Zanzibar	ditto	Destroyed; unfit to be taken to port of adjudication.	7	32	Nothing known.
22 „	"Lyra"	Zanzibar	ditto		None		26	Unknown	ditto.
20 May	"Penguin"	14·20 N. lat., 51° E. long.	ditto	Mugincale, Coast of Africa, to Bottle River, Madagascar.	Arab	Destroyed; unfit to be taken to port of adjudication.	216	16	ditto.
4 August	Boats of "Highflyer"	Off Morngulbo	ditto	Not known	Unknown	Destroyed; run on shore to escape capture	nil	Unknown	ditto.
22 September	"Penguin"	Off Cape St. Andrews	ditto	ditto	Arab	Destroyed; unfit to bring to a port of adjudication.	12	20	ditto.
2 2 October	"Highflyer"	Off Cape Hoffom	"El Hatheia"	ditto	ditto		10	35	ditto.
22 „	ditto	ditto	"Fatal Hem"	ditto	ditto		5	36	ditto.
16 November	"Penguin"	Snidy River	Unknown Dhow	ditto	ditto	Destroyed	nil	Deserted	Slaves landed before capture.

VESSELS detained as SLAVE TRADERS by HER MAJESTY'S SHIPS in 1867, on West Coast of *Africa*.

10 December	Speedwell	Two miles N. of Blackwater Point, near Marque Grande, in the neighbourhood of the River Congo.	Unknown Brig	Not known	None	Ship run on shore and set on fire to escape capture.	96	Not known	Slaves on board were seized by neighbouring native chiefs. Those waiting to be embarked, in number about 500, were marched inland to escape capture.

SLAVE TRADE.

RETURN relating to Ships Detained as Slave Traders by Her Majesty's Ships in 1867; and showing, in Parallel Columns, Date of Capture, by what Ship, where Captured, Name of Vessel, from what Place, what Colours, Condition of Vessel, Number of Slaves, Number of Crew, Condition of Slaves and Crew.

(*Sir Fowell Buxton.*)

Ordered, by The House of Commons, *to be Printed,*
26 *June* 1868.

RETURN to an Order of the Honourable The House of Commons, dated 19 August 1867;—*for*,

RETURN "of the Number and Names of Ships or Vessels of War employed on the *West Coast of Africa* for the Prevention of the Slave Trade during the last Ten Years; the Armament and Crew of each Ship; Officers and Men; the Sickness, Mortality, and Invaliding of Officers and Men in each Ship Annually; the Cost of Pay, Number of Slaves Captured by each Ship Annually, or Vessel Annually; the Length of Time each Vessel has been upon the Station; and the Total Amount of the several Headings for the Ten Years, in the following form:—

Ships' Names.	Years.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Repairs.	Time on Station.	Remarks.
			Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.			
Archer	1858 1859 1860 1861 1862 1863 1864 1865 1866 1867														
Total															

Admiralty, 20 March 1868.

JOHN HENRY BRIGGS, Chief Clerk.

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed*, 23 *March* 1868.

Year ended 31 December 1858.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1858.

Ships' Names.	Armament.	Crew.		Sickness.	Mortality.		Invaliding.		Pay.	Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers. / Men.	Officers.	Men.	Officers.	Men.	Officers. / Men.		Left England.	Arrived in England.	
									£.				
Vesuvius	6	20	145	280	–	3	2	8	7,345*	–	10 June 1857	- -	* Including the pay of the Commodore, 2nd Class, and Retinue.
Conflict	8	25	140	445	1	5	2	15	6,842	–	18 Oct. 1857	—	
Hecate	6	23	107	238	3	1	–	1	2,497	–	28 Apri. 1855	13 June 1858	
Hecla	6	20	115	129	–	1	2	3	6,493	–	6 June 1856	3 Feb. 1859	
Trident	6	18	82	239	–	1	3	4	5,030	–	18 Jan. 1857	—	
Alecto	3	20	80	227	1	1	1	1	4,947	–	19 Sept. 1855	24 Dec. 1858	
Medusa	4	18	82	154	–	–	1	7	4,915	33	5 Oct. 1856	—	
Merlin	4	16	84	54	–	–	3	3	1,198	–	28 June 1856	31 Mar. 1858	
Ardent	3	20	80	238	–	–	2	8	4,988	–	28 Dec. 1857	—	
Firefly	5	15	66	- - -	–	–	–	–	2,308	–	3 July 1856	24 July 1858	
Childers	12	18	107	179	3	1	2	2	4,547	–	16 June 1855	21 Nov. 1858	
Heron	12	19	111	227	–	–	–	6	5,121	–	11 Dec. 1857	—	
Triton	3	12	63	125	–	4	–	2	3,298	–	24 Nov. 1857	—	
Pluto	4	11	54	98	–	–	–	4	2,746	–	1 Jan. 1857	—	
Antelope	3	12	53	140	1	–	2	–	3,029	–	14 Jan. 1857	—	
Myrmidon	3	10	47	60	1	–	1	–	1,227	–	- -	- -	4th July, Fernando Po, found unfit. Sold, and crew sent home by first opportunity.
Spitfire	3	11	54	89	–	–	–	5	2,746	–	11 Dec. 1857	—	
Sharpshooter	8	12	78	99	1	3	–	1	3,694	–	2 Jan. 1858	—	
Teazer	2	8	38	94	–	1	–	–	1,563	–	22 April 1855	10 Oct. 1858	
Brune	2	9	29	195	–	1	–	3	1,598	–	10 June 1857	—	
Bloodhound	3	10	40	31	–	2	–	1	1,228	–	16 Sept. 1855	17 June 1858	
Viper	1	11	54	117	–	–	–	2	2,755	–	11 Jan. 1858	—	
Surprise	4	13	78	- -	–	–	–	–	4,376	–	4 May 1857	—	
Hydra	6	23	107	96	–	2	–	2	1,953	–	25 Aug. 1858	—	
Archer	13	26	144	125	–	–	–	1	1,929	–	2 Oct. 1858	—	
25.	130	400	2,038	3,679	11	26	21	79	88,373	33			

Year ended 31 December 1859.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1859.

Ships' Names.	Armament.	Crew.		Sickness.	Mortality.		Invaliding.		Pay.	Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers. / Men.	Officers.	Men.	Officers.	Men.	Officers. / Men.		Left England.	Arrived in England.	
									£.				
Vesuvius	6	20	145	224	–	2	2	4	7,210	–	10 June 1857	—	
Archer	13	26	144	282	1	–	4	14	7,841	–	2 Oct. 1858	—	
Conflict	8	25	140	292	–	2	1	11	5,702	–	18 Oct. 1857	3 Nov. 1859	
Hydra	6	23	107	193	–	2	2	16	3,907	–	25 Aug. 1858	16 Aug. 1859	
Trident	6	18	82	430	8	37	4	2	4,192	–	18 Jan. 1857	17 Oct. 1859	
Medusa	4	18	82	190	–	2	–	1	4,986	–	5 Oct. 1856	—	
Ardent	3	20	80	32	–	–	–	1	831	–	28 Dec. 1857	10 Mar. 1859	
Surprise	4	13	78	305	1	4	2	13	3,647	–	4 May 1857	- -	On Cape Division, from February to April.
Heron	12	19	111	36	2	2	–	4	1,707	–	11 Dec. 1857	9 May 1859	
Triton	3	12	63	100	–	3	–	1	3,373	–	24 Nov. 1857	—	
Pluto	4	11	54	80	–	1	1	–	2,821	888	1 Jan. 1857	—	
Antelope	3	12	53	100	–	2	1	1	2,272	–	14 Jan. 1857	27 Sept. 1859	
Spitfire	3	11	54	90	–	2	1	2	2,821	500	11 Dec. 1857	—	
Sharpshooter	8	12	78	132	1	9	–	4	3,739	–	2 Jan. 1858	—	
Viper	1	11	54	165	1	1	1	4	3,091	518	11 Jan. 1858	—	
Brune	2	9	29	174	–	–	1	7	1,598	–	10 June 1857	—	
Persian	12	19	111	- -	–	–	–	–	873	–	- -	- -	On coast from February to April, from Cape.
Arrogant	47	40	445	- -	–	–	–	–	1,757*	–	17 Nov. 1859	—	
Falcon	17	18	152	209	–	3	2	6	3,831	–	3 June 1859	—	* Including the pay of the Commodore, 2nd Class, and Retinue.
19.	162	337	2,062	3,034	14	72	22	91	66,199	1,906			

Year ended 31 December 1860.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1860.

Ships' Names.	Armament.	Crew.		Sickness.	Mortality.		Invaliding.		Pay.	Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers. / Men.	Officers.	Men.	Officers.	Men.	Officers. / Men.		Left England.	Arrived in England.	
									£.				
Arrogant -	47	40	445	637	2	6	1	27	18,012*	–	17 Nov. 1859	- -	*Including the Pay of the Commodore, 2nd Class, and Retinue.
Archer - -	13	26	144	309	–	6	3	6	7,932	–	2 Oct. 1858	—	
Surprise - -	4	13	78	114	–	–	1	–	1,094	–	4 May 1857	12 April 1860	
Falcon - -	17	18	152	284	–	3	1	5	6,685	262	3 June 1859	—	
Triton - -	3	12	63	127	–	1	–	–	3,540	594	24 Nov. 1857	7 Jan. 1861	
Spitfire - -	3	11	54	44	1	–	–	3	2,939	–	11 Dec. 1857	—	
Sharpshooter -	8	12	78	113	–	2	–	3	3,839	–	2 Jan. 1858	—	
Brune - -	2	9	29	23	–	1	1	–	1,598	–	10 June 1857	—	
Vesuvius -	6	20	145	- -	–	–	–	–	601	–	10 June 1857	6 Feb. 1860	
Medusa - -	4	18	82	86	–	–	–	2	1,662	–	5 Oct. 1856	6 May 1860	
Viper - -	1	11	54	69	–	–	1	3	1,546	–	11 Jan. 1858	3 July 1860	
Pluto - -	4	11	54	43	–	–	–	–	940	–	1 Jan. 1857	30 April 1860	
Prometheus -	5	18	82	375	–	5	2	3	4,692	–	5 Feb. 1860	—	
Alecto - -	3	13	88	204	–	–	–	2	3,853	–	21 „	—	
Lynx - -	1	10	55	154	–	2	–	1	1,721	–	- -	10 Dec. 1860	From Cape to Coast in May.
Wrangler -	1	9	56	108	–	1	–	–	1,557	–	25 June 1860	—	
Ranger - -	1	10	46	134	–	–	–	–	1,496	–	3 July 1860	—	
Bloodhound -	3	10	45	79	–	–	–	–	1,116	–	25 „	—	
Torch - -	1	10	50	38	–	–	–	–	997	677	8 Sept. 1860	—	
Espoir - -	1	10	50	58	–	4	–	–	751	–	27 „	—	
20	128	291	1,850	2,999	3	31	10	55	66,571	1,533			

Year ended 31 December 1861.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1861.

Ships' Names.	Armament.	Crew.		Sick ess.	Mortality.		Invaliding.		Pay.	Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers. / Men.	Officers.	Men.	Officers.	Men.	Officers. / Men.		Left England.	Arrived in England.	
									£.				
Arrogant -	47	40	445	538	1	16	–	20	18,062*	–	17 Nov. 1859	- -	*Including the Pay of the Commodore, 2nd Class, and Retinue.
Archer - -	13	26	144	299	–	10	–	2	5,949	–	2 Oct. 1858	22 Sept. 1861	
Falcon - -	17	18	152	279	1	3	–	3	6,731	539	3 June 1859	—	
Prometheus -	5	18	82	460	–	3	–	4	5,164	–	5 Feb. 1860	—	
Alecto - -	3	13	88	295	–	2	–	7	4,670	–	21 Feb. 1860	—	
Wrangler -	1	9	56	216	1	4	1	9	3,160	488	25 June 1860	—	
Ranger - -	1	10	46	231	1	–	–	–	3,029	890	3 July 1860	—	
Torch - -	1	10	50	216	–	1	–	4	3,112	–	8 Sept. 1860	—	
Espoir - -	1	10	50	209	3	3	1	5	3,043	–	27 Sept. 1860	—	
Bloodhound -	3	10	45	204	–	1	1	3	2,696	–	25 July 1860	—	
Brune - -	2	9	29	23	–	–	1	–	1,598	–	10 June 1857	Paid off Dec. 1861.	Fitted as Depôt at Lagos.
Spitfire - -	3	11	54	- -	–	–	–	–	245	–	11 Dec. 1857	11 Feb. 1861	
Sharpshooter -	8	12	78	79	–	1	–	1	2,239	–	2 Jan. 1858	28 July 1861	
Philomel -	1	10	50	67	–	–	–	1	2,523	–	23 Feb. 1861	—	
Brisk - -	16	26	174	- -	–	–	–	–	8,972	–	6 June 1859	—	
Griffon - -	5	10	50	39	–	–	–	–	1,009	–	17 Aug. 1861	—	
Antelope -	5	11	55	60	–	–	–	–	1,069	–	31 Aug. 1861	—	
Handy, tender to Arrogant.	2	5	32	- -	–	–	–	–	266	–	15 Oct. 1861	—	
18	134	258	1,680	3,215	7	44	4	59	73,537	1,917			

Year ended 31 December 1862.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1862.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Arrogant -	47	40	445		434	–	6	–	4	16,210		–	17 Nov. 1859	28 Nov. 1862	
Brisk - -	16	26	174		373	–	1	1	5	8,969		–	6 June 1859	—	
Falcon - -	17	18	152		156	–	4	1	6	5,047		–	3 June 1859	26 Sept. 1862	
Flying Fish -	6	13	97		171	–	–	1	1	4,361		–	20 Dec. 1861	6Nov. 1862	
Prometheus -	5	18	82		193	2	4	1	2	2,152		–	5 Feb. 1860	8 June 1862	
Wrangler -	5	9	56		322	1	–	–	1	3,160		–	25 June 1860	—	
Ranger - -	5	10	50		179	1	–	1	–	2,981		511	3 July 1860	—	
Torch - -	5	10	50		106	–	–	–	–	3,065		–	8 Sept. 1860	—	
Espoir - -	5	10	50		114	–	–	–	2	2,996		25	27 Sept. 1860	—	
Philomel -	5	10	50		100	–	1	–	1	2,981		–	23 Feb. 1861	—	
Griffon - -	5	10	50		123	–	2	–	2	2,981		–	17 Aug. 1861	—	
Bloodhound -	3	10	45		185	1	6	–	1	2,659		–	25 July 1860	—	
Antelope -	5	11	55		149	1	2	1	5	3,171		761	31 Aug. 1861	—	
Handy, tender to Arrogant.	2	5	32		38	–	2	–	1	1,598		–	15 Oct. 1861	—	
Alecto - -	3	13	88		122	–	–	–	1	1,946		–	21 Feb. 1860	10 June 1862	
Investigator -	2	6	21		106	–	2	–	4	1,386		–	12 Feb. 1862	—	
Dart - -	5	10	50		163	–	1	–	–	2,236		–	31 Mar. 1862	—	
Lee - -	5	10	50		86	–	–	–	1	1,997		–	24 Apr. 1862	—	
Zebra - -	17	19	156		156	–	2	–	4	4,610		90	6 May 1862	—	
Mullet - -	5	10	50		65	–	1	–	–	1,997		150	6 May 1862	—	
Rattlesnake -	19	29	246	-	-	–	–	–	–	3,102*		–	20 Sept. 1862	- -	*Including the pay of the Commodore, 2nd Class, and Retinue.
21	187	297	2,049		3,341	6	34	6	41	79,605		1,537			

Year ended 31 December 1863.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1863.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Rattlesnake -	19	29	246		506	2	6	5	13	11,226*		–	20 Sept. 1862	- -	* Including the pay of the Commodore, 2nd Class, and Retinue.
Brisk - -	16	26	174		153	–	2	–	–	5,232		368?	6 June 1859	11 Aug. 1863	
Zebra - -	17	19	156		267	–	4	5	6	6,871		471	6 May 1862	—	
Wrangler -	5	9	56		164	–	1	–	–	2,107		–	25 June 1860	8 Sept. 1863	
Ranger - -	5	10	50		141	–	–	–	–	2,484		–	3 July 1860	28 Oct. 1863	
Torch - -	5	10	50		134	–	–	–	–	3,072		–	8 Sept. 1860	—	
Espoir - -	5	10	50		120	–	1	–	1	3,195		550	27 Sept. 1860	—	
Philomel -	5	10	50		207	–	–	1	1	3,180		–	23 Feb. 1861	—	
Griffon - -	5	10	50		233	–	2	–	–	3,180		6	17 Aug. 1861	—	
Dart - -	5	10	50		208	–	–	–	5	3,180		–	31 Mar. 1862	—	
Lee, tender to Rattlesnake.	5	10	50		251	1	–	1	3	2,995		–	24 Apr. 1862	—	
Mullet - -	5	10	50		130	–	2	5	2	3,180		–	6 May 1862	—	
Bloodhound -	3	10	45		91	–	–	–	1	1,773		–	25 July 1860	4 Sept. 1863	
Antelope -	5	11	55		94	–	–	3	4	3,168		–	31 Aug. 1861	—	
Investigator -	2	6	21		146	1	2	–	–	1,692		–	12 Feb. 1862	—	
Handy, tender to Investigator.	2	5	32		97	1	3	1	–	1,520		–	15 Oct. 1861	—	
Pandora - -	5	11	54		49	–	1	–	1	2,385		–	3 Apr. 1863	—	
Sparrow - -	5	11	54		116	1	4	–	1	2,120		–	18 Apr. 1863	—	
Jaseur - -	5	11	54		74	–	–	–	1	2,120		–	28 Apr. 1863	—	
Archer - -	13	24	146		307	–	2	4	6	5,051		–	6 May 1863	—	
Snipe - -	5	11	54	-	-	–	–	–	–	1,060		–	3 Sept. 1863	—	
Speedwell -	5	11	54	-	-	–	–	–	–	544		–	24 Oct. 1863	- -	
22	147	274	1,601		3,488	6	30	25	45	71,335		1,395			

Year ended 31 December 1864.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1864.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Rattlesnake -	19	29	246		372	–	2	2	7	12,438*		–	20 Sept. 1862	- -	* Including the pay of the Commodore, 2nd Class, and Retinue.
Archer - -	13	24	146		563	–	5	4	10	8,162		–	6 May 1863	—	
Zebra - -	17	19	156		196	2	3	–	2	7,420		–	6 May 1862	—	
Philomel -	5	11	54		134	–	1	–	2	1,855		–	23 Feb. 1861	31 July 1864	
Griffon - -	5	11	54		135	–	–	–	5	3,424		6	17 Aug. 1861	—	
Dart - -	5	11	54		147	–	–	1	3	3,430		–	31 Mar. 1862	—	
Mullet - -	5	11	54		139	–	–	–	1	3,424		–	6 May 1862	—	
Pandora - -	5	11	54		116	1	–	–	–	3,424		–	3 April 1863	—	
Sparrow - -	5	11	54		171	–	–	–	–	3,424		–	18 April 1863	—	
Jaseur - -	5	11	54		153	1	2	–	2	3,424		–	28 April 1863	—	
Snipe - -	5	11	54		106	–	–	–	–	3,424		–	3 Sept. 1863	—	
Speedwell -	5	11	54		221	–	1	–	4	3,507		–	24 Oct. 1863	—	
Lee, tender to Rattlesnake.	5	10	41		167	–	1	1	1	2,995		–	24 April 1862	—	
Antelope -	5	11	54		158	–	–	1	2	3,350		–	31 Aug. 1861	—	
Investigator -	2	6	21		132	–	1	2	22	1,888		–	12 Feb. 1862	—	
Handy, tender to Investigator.	2	5	32		66	1	2	–	–	1,550		–	15 Oct. 1861	—	
Torch - -	5	10	50	-	-	–	–	–	–	1,024		–	8 Sept. 1860	28 April 1864	
Espoir - -	5	10	50	-	-	–	–	–	–	799		–	27 Sept. 1860	6 April 1864	
Ranger - -	5	11	54		83	–	3	–	–	2,568		–	2 April 1864	—	
Espoir - -	5	11	54	-	-	–	–	–	–	285		–	25 Nov. 1864	—	
20	128	245	1,390		3,059	5	21	11	61	71,815		6			

Year ended 31 December 1865.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1865.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Rattlesnake -	19	29	246		364	4	6	2	10	13,412*		–	20 Sept. 1862	19 Jan. 1866	* Including the pay of the Commodore, 2nd Class, and Retinue.
Archer - -	13	24	146		494	6	17	1	11	8,162		–	6 May 1863	9 Jan. 1866	
Zebra - -	17	19	156		425	1	7	–	5	5,565		–	6 May 1862	8 Oct. 1865	
Dart - -	5	11	54		236	1	3	–	11	3,425		–	31 Mar. 1862	23 Dec. 1865	
Mullet - -	5	11	54		98	–	–	–	–	1,712		–	6 May 1862	5 July 1865	
Pandora - -	5	11	54		151	–	–	3	2	3,419		–	3 April 1863	—	
Sparrow - -	5	11	54		141	1	3	3	3	3,419		–	18 April 1863	—	
Jaseur - -	5	11	54		185	1	–	1	6	3,419		–	28 April 1863	—	
Snipe - -	5	11	54		145	1	1	2	3	3,419		–	3 Sept. 1863	—	
Speedwell -	5	11	54		161	–	2	–	6	3,503		–	24 Oct. 1863	—	
Ranger - -	5	11	54		131	–	1	1	8	3,419		–	2 April 1864	—	
Espoir - -	5	11	54		109	1	3	2	3	3,419		–	25 Nov. 1864	—	
Lee, tender to Rattlesnake.	5	10	41		186	1	1	1	1	2,995		–	24 April 1862	—	
Antelope -	5	11	54		247	1	–	–	2	1,396		–	31 Aug. 1861	12 June 1865	
Investigator -	2	6	21		185	1	3	4	6	1,893		–	12 Feb. 1862	—	
Handy, tender to Investigator.	2	5	32		10	–	–	–	–	1,550		–	15 Oct. 1861	—	
Griffon - -	5	11	54	-	-	–	–	–	–	1,712		–	17 Aug. 1861	16 June 1865	
Landrail - -	5	11	54		104	–	2	1	2	3,139		–	10 Feb. 1865	—	
Torch - -	5	11	54		150	1	–	–	4	2,568		–	25 Mar. 1865	—	
Pioneer, tender to Rattlesnake.	–	7	39	-	-	–	–	–	–	1,265		–	- - -	- - -	Commissioned in Congo, 7 June 1865.
Greyhound -	5	18	157		94	–	1	–	3	1,909		–	12 Oct. 1865	—	
Bristol - -	35	43	472		299	–	–	–	2	1,627		–	29 Nov. 1865	—	
22	163	304	2,012		3,915	20	50	21	88	76,347		None.			

Year ended 31 December 1866.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1866.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Bristol	1	43	472	1,379		1	6	2	58	18,437*		–	29 Nov. 1865	12 Oct. 1866	* Including t pay of t
Greyhound	5	18	157	426		–	2	4	9	7,626		–	12 Oct. 1865	—	Commodor
Pandora	5	11	54	92		1	1	–	2	3,419		–	3 April 1863	—	
Sparrow	5	11	54	88		–	–	1	–	1,994		–	18 April 1863	6 Aug. 1866	1st Class, a
Jaseur	5	11	54	91		–	–	1	–	3,424		–	28 April 1863	—	Retinue.
Snipe	5	11	54	95		–	–	2	1	3,424		–	3 Sept. 1863	—	
Speedwell	5	11	54	165		–	–	–	6	3,507		–	24 Oct. 1863	—	
Ranger	5	11	54	132		1	–	1	1	3,424		–	2 April 1864	—	
Espoir	5	11	54	125		1	2	1	1	3,424		3	25 Nov. 1864	—	
Landrail	5	11	54	107		–	–	–	1	3,424		–	10 Feb. 1865	—	
Torch	5	11	54	161		–	–	1	5	3,424		–	25 Mar. 1865	—	
Lee, tender to Bristol.	5	10	41	66		–	–	–	–	1,497		–	24 April 1862	1 July 1866	
Pioneer, tender to Bristol.	–	7	32	11		–	–	4	3	2,119		–	Commissioned 7 June 1865	—	
Investigator	2	8	32	71		1	–	5	6	2,173		–	12 Feb. 1862	—	
Handy, tender to Investigator.	2	4	27	–	–	–	–	–	–	1,429		–	15 Oct. 1861	—	
Mullet	5	11	54	80		–	1	–	1	1,994		–	27 May 1866	—	
Oberon	3	11	64	203		–	1	–	4	2,364		–	14 May 1866	—	
Griffon	5	11	54	103		–	–	–	–	570		–	19 July 1866	–	– Lost, 2nd O 1866.
Antelope	3	11	61	142		–	2	2	2	1,381		–	9 Aug. 1866	—	
Dart	5	11	54	57		–	–	–	–	856		–	28 Sept. 1866	—	
20	111	244	1,534	3,594		5	15	24	100	69,910		3			

Year ended 31 December 1867.

RETURN of the Number and Names of Ships or Vessels of War employed on *West Coast of Africa* for the Prevention of the Slave Trade during the Year 1867.

Ships' Names.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.	Time on Station.		Remarks.
		Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.		Left England.	Arrived in England.	
										£.					
Greyhound	5	18	157	399		1	6	–	4	7,783		–	12 Oct. 1865	—	
Ranger	5	11	54	96		–	3	1	2	3,478		–	2 April 1864	–	– Ordered home.
Espoir	5	11	54	111		–	–	–	3	3,478		–	25 Nov. 1864	–	– Ordered home.
Landrail	5	11	54	172		–	–	2	5	3,478		–	10 Feb. 1865	–	– Ordered home.
Torch	5	11	54	101		–	–	2	2	2,568		–	25 Mar. 1865	8 Oct. 1867	
Mullet	5	11	54	21		–	2	2	3	3,474		–	27 May 1866	–	– Ordered to No
Dart	5	11	54	123		1	3	2	4	3,478		–	28 Sept. 1866	—	America West Indies
Oberon	3	11	64	85		3	2	3	7	3,596		–	14 May 1866	–	– Ordered to B
Antelope	3	11	61	108		1	–	5	1	3,484		–	9 Aug. 1866	—	zils Station.
Pioneer, tender to Bristol.	–	7	32	53		1	1	1	6	2,155		–	Commissioned 7 June 1865		
Investigator	2	8	32	53		2	6	3	8	2,211		–	12 Feb. 1862 Commissioned 15 Aug. 1866		
Handy, tender to Investigator.	2	4	27	–	–	–	–	–	–	476		–	15 Oct. 1861	11 May 1867	Paid off at Lag to be sold.
Pandora	5	11	54	4		–	–	–	–	285		–	9 April 1863	6 Feb. 1867	
Jaseur	5	11	54	–	–	–	–	–	–	285		–	28 April 1863	29 Jan. 1867	
Speedwell	5	11	54	47		–	–	–	1	292		–	24 Oct. 1863	30 Jan. 1867	
Snipe	5	11	54	60		–	2	1	21	1,997		–	3 Sept. 1863	17 July 1867	
Bristol	31	43	472	1,404		1	6	1	1	18,558		–	12 Feb. 1877	–	– Ordered home.
Vestal	4	16	114	303		–	5	–	7	4,247		–	23 April 1867	—	
Assurance	4	12	78	180		1	–	2	–	3,754		–	4 April 1867	–	– From Mediter nean.
Lee	5	11	54	41		–	–	–	–	1,468		–	7 Aug. 1867	—	
Speedwell	5	11	54	–	–	–	–	–	–	1,175		–	19 Aug. 1867	—	
Jaseur	5	11	54	24		–	–	1	1	818		–	17 Sept. 1867	—	
Rattlesnake	17	29	246	–	–	–	1	–	–	3,829*		–	8 Oct. 1867	–	– * Including the of the Comm
Plover	3	11	71	4		–	–	–	–	337		–	27 Nov. 1867	—	dore, 2nd Cla
Myrmidon	4	12	78	–	–	–	–	–	–	416		–	27 Nov. 1867	—	and Retinue
25	143	325	2,134	3,389		11	37	26	76	77,183		–			

N.B.—The Returns for the above ships are not all received, therefore this year's statement is incomplete.

TOTALS FOR EACH YEAR.

YEAR.	Number of Ships.	Armament.	Crew.		Sickness.		Mortality.		Invaliding.		Pay.		Number of Slaves Captured.
			Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.	
											£.		
1858 - -	25	130	400	2,038	3,679		11	26	21	79	88,373		33
1859 - -	19	162	337	2,062	3,034		14	72	22	91	66,199		1,906
1860 - -	20	128	291	1,850	2,999		3	31	10	55	66,571		1,533
1861 - -	18	134	258	1,680	3,215		7	44	4	59	73,537		1,917
1862 - -	21	187	297	2,049	3,341		6	34	6	41	79,605		1,537
1863 - -	22	147	274	1,601	3,488		6	30	25	45	71,335		1,395
1864 - -	20	128	245	1,390	3,059		5	21	11	61	71,815		6
1865 - -	22	163	304	2,012	3,915		20	50	21	88	76,347		–
1866 - -	20	111	244	1,534	3,594		5	15	24	100	69,910		3
1867 - -	25	143	325	2,134	3,389		11	37	26	76	77,183		–
TOTAL -	212	1,433	2,975	18,350	33,713		88	360	170	695	740,875		8,330

SLAVE TRADE.

RETURN of the Number and Names of Ships or Vessels of War employed on the *West Coast of Africa* for the Prevention of the Slave Trade during the last Ten Years; the Armament and Crew of each Ship; Officers and Men; the Sickness, Mortality, and Invaliding of Officers and Men in each Ship Annually; the Cost of Pay; Number of Slaves Captured by each Ship Annually, or Vessel Annually; &c.

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1868.

Under 1 *oz.*